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THE CITY OF SAN LEANDRO
General Plan
2015

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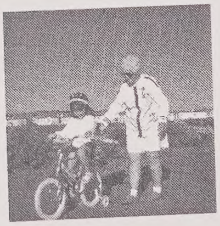
THE CITY OF SAN LEANDRO

General Plan

2015



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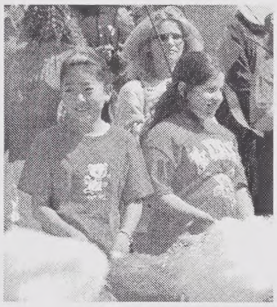
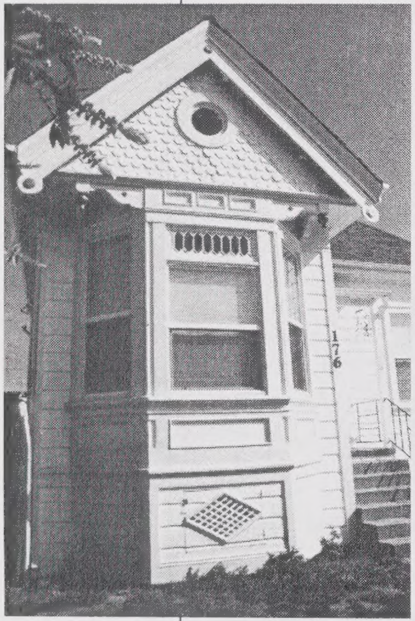
OUR VISION

San Leandro enters the new millenium with a deep appreciation of its past, a clear understanding of its present, and this shared vision of its future. Through the Year 2015 and beyond, San Leandro will be:

- A safe, attractive place to live, known throughout the Bay Area for its distinct neighborhoods, vibrant Downtown, central location and convenient access, excellent City services and schools, and superb recreational and shopping areas.
- An energetic City that provides a healthy setting for existing businesses while actively facilitating the establishment of new businesses, particularly those which reflect community aspirations.
- A City that values its heritage and preserves its historic buildings, creating the amenities of a big city without losing the spirit of a small town.
- A community renowned for its commitment to excellence in education and its partnerships between the City, business community, and school districts, and further known for its outstanding libraries, exceptional parks and first-class waterfront, and high-quality civic facilities.
- A place where people from all backgrounds and physical capabilities can live together in a healthy, family-oriented environment, and where persons of all faiths and cultures are welcomed.





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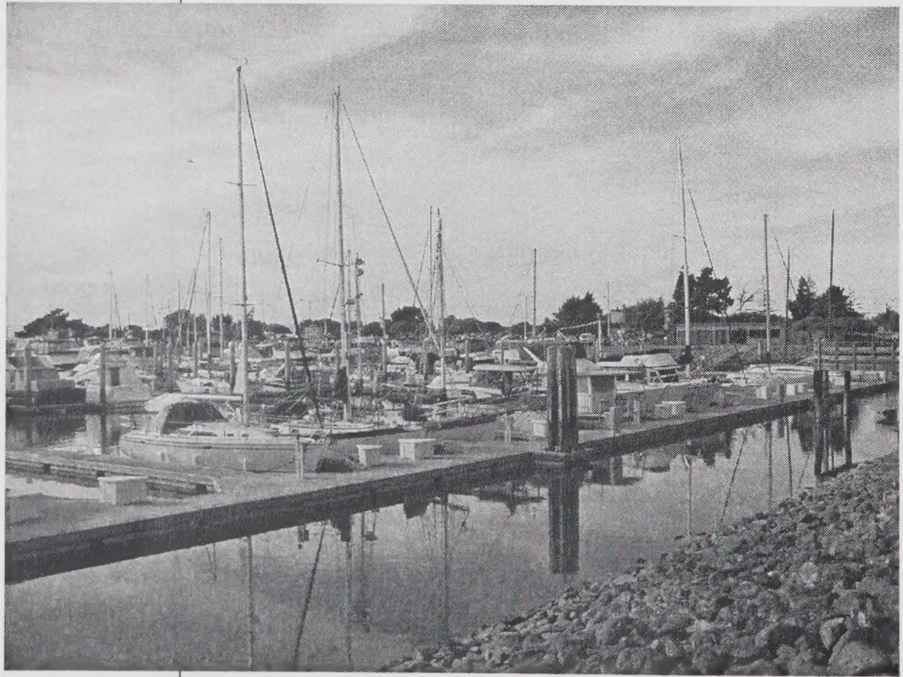

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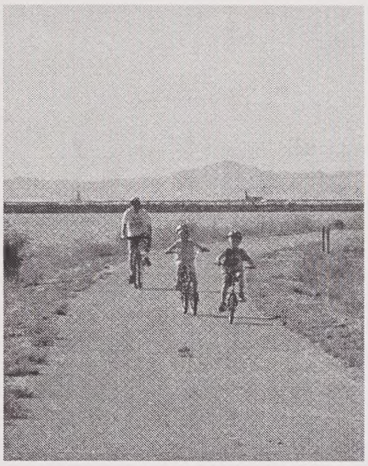
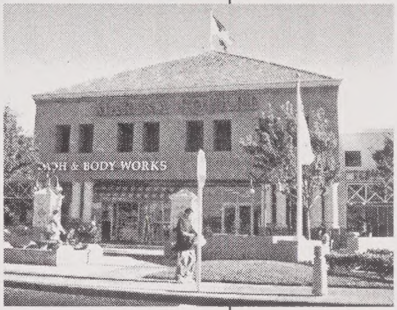
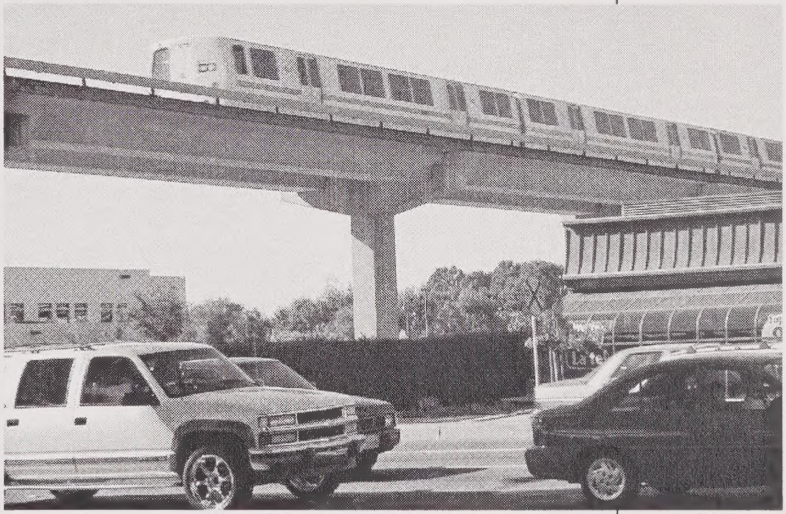
- A City that balances the needs of neighborhoods and businesses, striving to protect and enhance the integrity of its neighborhoods while retaining the qualities which make it an attractive choice for business and industry.





- A City that is meeting the transportation challenges of the future, where people can travel safely and conveniently on foot or by car, bicycle, transit, or new transportation modes, where neighborhood streets are free of hazards and pedestrians are welcomed, and where business can easily and efficiently access the regional circulation system.



- A City that thoughtfully conserves its shoreline, creeks, hills, and wetlands, and continues to ensure that future development makes a positive contribution to the environment.

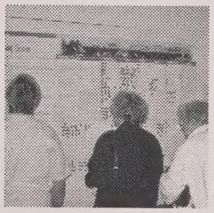
- A place which invites its residents to put down roots and stay awhile, where traditions old and new are celebrated through special events and festivals, where a sense of "community" is alive and everpresent—a place to call home.

The City will achieve its vision through bold civic leadership and responsive, accountable government. It will promote communication, partnerships, public education, and access to information in all forms. It will keep pace with advances in technology and respond to the changing needs of its citizens and businesses. San Leandro will be a progressive City that will provide for the needs of, and capitalize upon the benefits of, an increasingly diverse population.

CHAPTER 1

Introduction

change
San Leandro
Welcomes
The Year 2000



CHAPTER 1

INTRODUCTION

A. INTRODUCING THE SAN LEANDRO GENERAL PLAN

The General Plan for San Leandro presents a vision for the City's future and a strategy to make that vision a reality. The Plan is the result of hundreds of hours of public meetings and the collective efforts of individuals from throughout the community who have articulated their hopes and expectations for the City's future.

The Plan comes at a unique time in San Leandro's history. In barely a century, we have evolved from a small town with deep agricultural roots to a dynamic, diverse community of almost 80,000 residents and 54,000 jobs. Today, social and economic changes are reshaping the way our City looks, feels, and functions. We are maturing as a community—reinvesting in our homes, businesses, and infrastructure, while reinventing our role within the San Francisco Bay Area.

Our location at the geographic center of one of the world's great metropolitan areas presents both opportunities and challenges. We are blessed with beautiful scenery and mild weather, an excellent transportation system, a variety of housing choices, and a strong local and regional economy. We have a rich sense of local history, true cultural diversity, and a populace that is committed to keeping San Leandro a great place to live. We are a city that works.

But we also find ourselves confronting the same issues faced by cities throughout the Bay Area. Traffic is getting worse, affordable housing is scarce, community service needs are growing, and our natural environment remains fragile. We cannot capitalize on opportunities for greater prosperity without first addressing these challenges.

The General Plan addresses the issues that must be resolved as San Leandro faces the future. It is comprehensive—providing a framework for the City's physical, economic, social, and environmental development and addressing all geographic areas in the City. It is long-range—looking ahead to 2015, while at the same time presenting policies to guide day-to-day decisions. It is general enough to respond to new trends and unexpected changes, but specific enough to inform residents, businesses, staff, and city leaders on how individual properties should be used and managed.

Above all, the Plan is realistic. It recognizes that San Leandro is a built-out city, with a limited amount of vacant land. Change will be incremental rather than monumental and will require collaborative efforts on the part of local government, property owners, and residents. The Plan recognizes that local government revenues are limited, making it imperative to clarify priorities and invest strategically. Future development must occur in a way that makes the most of our transportation facilities, minimizes impacts to our established neighborhoods, restores and revitalizes our business districts, protects our natural environment and open spaces, and enables us to provide greater educational, recreational, and cultural opportunities to all San Leandro residents.

B. CONTEXT FOR THE GENERAL PLAN

This General Plan has been prepared to comply with the requirements of California Government Code Sections 65302 and 65303. The Government Code mandates that each California city and county have a comprehensive, long-range, internally consistent plan for its future development. The plan must address seven topics, usually referred to as elements. The required elements are land use, circulation, housing, open space, conservation, safety, and noise. Local governments are given a great deal of flexibility in the organization of these elements and may address other topics of local importance.

San Leandro's first General Plan was prepared in 1958. It consisted of a simple poster, with a map on one side and a narrative description of how the City would grow on the other. A technical report, consisting mostly of population, traffic, and economic projections, accompanied that Plan. The 1958 General Plan envisioned that San Leandro would annex large sections of unincorporated Alameda County, and would grow from a population of about 65,000 to almost 150,000 by the 1970s. While such forecasts never came to pass, many of the concepts in the 1958 Plan shaped the City's growth during the 1960s and 70s. Among the legacies of the 1958 Plan are the San Leandro shoreline park and marina, and much of the current roadway network.

The City's last General Plan Update took place in the late 1980s, with the Plan adopted in March 1989. The 1989 Plan looked ahead to the year 2000. The future, as envisioned by that Plan, is already history. Nonetheless, the 1989 Plan served the City well during the 1990s. It provided guidance on the development and conservation of the Roberts Landing area, the Fairway overcrossing and Alvarado Street extension, the preservation of Fairmont Ridge as open space, and the re-use of several former school and industrial sites.

The State General Plan Guidelines recommend that general plans be updated every five to ten years to ensure that they remain relevant. This is important not only to reflect local physical and demographic changes, but also broader changes in culture and technology. Accordingly, this update was initiated ten years after the 1989 Plan was adopted. Once this Plan is adopted, it will supersede all aspects of the 1989 Plan and provide a new blueprint for the City's future.

California law also requires that other local government programs are consistent with the general plan. The City's zoning and subdivision regulations, its capital improvement program, its redevelopment programs, its specific plans, its development agreements, its community standards and housing programs, and even its economic development activities, should further the achievement of general plan goals. Thus, this Plan provides guidance on how other City programs and activities should be changed or strengthened to best implement local policies. It also identifies new ordinances and programs to be developed.

This General Plan differs from the previous Plan in several ways. It includes a traditional Land Use Diagram showing the types of uses envisioned in each part of the City. It is organized differently than the 1989 Plan, with a hierarchy of goals, policies, and actions in each element. The Plan also responds to the specific issues that were raised by the San Leandro residents and business people who participated in the update process. These issues have changed since the late 1980s, when the last Plan was prepared.

explore
new possibilities
dawn of a new
era
time for a
change
San Leandro
Welcomes
The Year 2000

Finally, the Government Code states that the general plan must cover the entire area within the City limits and any land outside its boundaries which "bears relation to its planning." This provides cities with an opportunity

Relationship of the General Plan to Other Plans and Programs

The General Plan incorporates a number of existing plans that have recently been completed or that are now being implemented in San Leandro. Some of these plans address specific geographic areas such as Downtown and Bayfair Mall. Others address specific topics such as economic development or bicycle transportation.

Shaded text boxes in the General Plan provide "nutshell" summaries of some of these plans and programs. Although the documents themselves are not officially part of the General Plan, they remain an important part of the City's long-range planning program and should be consulted for more detailed information and guidance. By providing overarching policies and a vision for the City as a whole, the General Plan provides an internally consistent framework for each area plan.

The major area/topic plans are listed below, along with an indication of where they are referenced in the General Plan:

- Bayfair Mall Conceptual Development Plan (p. 3-88)
- Bikeway Plan (p. 4-4)
- Central San Leandro/BART Area Revitalization Study (p. 3-90)
- Downtown Plan and Urban Design Guidelines (p. 3-83)
- Economic Development Strategy (p. 3-53)
- MacArthur Boulevard Streetscape Plan (p. 3-100)
- Marina Boulevard "S" Overlay Plan (p. 3-94)
- West San Leandro Plan (p. 3-96)
- North Area Plan (p. 3-86)
- San Leandro Creek Watershed Management Plan (p. 5-12)

to indicate their concerns for nearby unincorporated areas, particularly areas that may someday be annexed. In San Leandro, the General Plan covers all 15 square miles within the City limits (including two square miles of water) and provides guidance to Alameda County within the San Leandro "sphere of influence." The sphere is a three square-mile area including the unincorporated communities of Ashland, Hillcrest Knolls, and parts of Castro Valley, as well as the open lands east of the City.

The boundaries of the City, the sphere of influence, and the City's Planning Area are shown in Figure 1-1.

C. HOW TO USE THE GENERAL PLAN

The San Leandro General Plan is intended for use by all members of the community.

If you are a San Leandro resident, the Plan indicates the general types of uses that are permitted around your home, the long-range plans and changes that may affect your neighborhood, and the policies the City will use to evaluate development applications that might affect you and your neighbors. The Plan identifies the actions the City will take to ensure that your neighborhood remains a great place to live.

If you are a San Leandro business, the Plan outlines the measures the City will take to protect your investment and encourage your future success. Expectations for the City's business districts are spelled out, while policies ensure that business operations will be compatible with other businesses and nearby residential areas.

If you are interested in moving your home or business to San Leandro or developing land within the City, the General Plan will introduce you to our community. The Plan contains extensive background information about San Leandro, including long-range population and economic forecasts. The City Structure Diagram and the Land Use Diagram (Figures 3-1 and 3-2) are useful starting points. However, it is important to review maps and policies throughout this document and the San Leandro Zoning Code to get a complete perspective on how and where development may take place.

The General Plan is also a tool to help City staff, City Boards and Commissions, and the City Council make land use and public investment decisions. It provides the framework for the City's Zoning Code. It identifies the transportation improvements, community service and facility needs, and environmental programs needed to sustain and improve the quality of life in the City. Future development decisions must be consistent with the Plan. Finally, the Plan is intended to help other public agencies, from Caltrans to our local school districts, as they contemplate future actions in San Leandro.

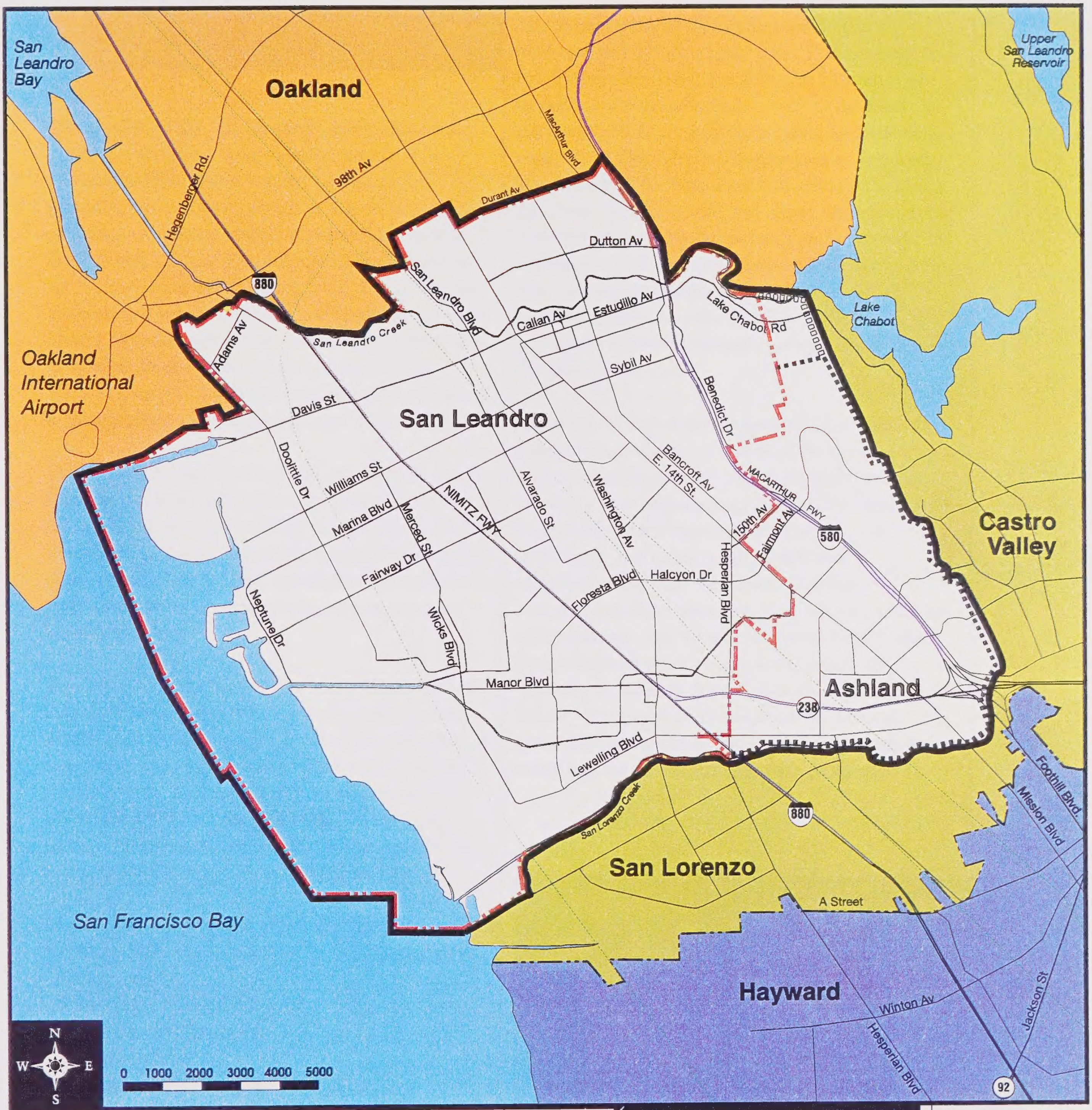
While the Plan's narrative text and maps frame the key issues and proposals, the essence of the Plan lies in its goals, policies, and actions. These are declarative statements which set forth the City's approach to various issues. Goals, policies, and actions are described below:

- **Goals** describe ideal future conditions for a particular topic, such as traffic congestion or affordable housing. Goals tend to be very general and broad.

- **Policies** provide guidance to assist the City as it makes decisions relating to each goal. Some policies include standards or guidelines against which decisions can be evaluated. Policies are carried out through **Implementation Strategies** such as code enforcement and development review. Implementation strategies are referenced for each policy. These strategies are further outlined in Chapter 10.

- **Actions** identify specific steps to be taken by the City to implement the policies. They include new ordinances, capital improvements, programs, plans and studies, and other measures which should be assigned to different City departments after the General Plan is adopted.

The Plan is a legal document and much of its content is dictated by legal requirements relating to background data, analysis, maps, and exhibits. The legal adequacy of the General Plan is critical, since many City actions and programs are subject to legal challenge if the Plan is found to be deficient.


San Leandro Bay
Oakland
Upper San Leandro Reservoir
Lake Chabot
Oakland International Airport
San Leandro
Castro Valley
Ashland
San Lorenzo
Hayward
San Francisco Bay
Hegenberger Rd.
98th Av
Durant Av
MacArthur Blvd
Dutton Av
San Leandro Blvd
Callan Av
Estudillo Av
Lake Chabot Rd
San Leandro Creek
Adams Av
Sybil Av
Davis St
Benedict Dr
Doolittle Dr
Williams St
Marina Blvd
Merced St
NIMITZ FWY
Alvarado St
Washington Av
Bancroft Av
E. 14th St.
MACARTHUR FWY
150th Av
Fairmont Av
Hesperian Blvd
Halcyon Dr
Fairway Dr
Floresta Blvd
Neptune Dr
Wicks Blvd
Manor Blvd
Lewelling Blvd
San Lorenzo Creek
Foothill Blvd
Mission Blvd
A Street
Winton Av
Hesperian Blvd
Jackson St
880
580
238
880
92
N
W
E
S
0
1000
2000
3000
4000
5000

LEGEND

🟥 City Limits

▪ Existing (2001) Sphere of Influence Boundary

□ Proposed Change to Sphere of Influence

▬ Planning Area Boundary

SAN LEANDRO PLANNING AREA

FIGURE 1-1

San Leandro General Plan Update, 2002

D. THE GENERAL PLAN UPDATE PROCESS

This update of the San Leandro General Plan was initiated with a City Council work session in November 1998. There was strong interest in providing an inclusive process in which as many residents as possible could participate. In January 1999, about 125 San Leandro residents gathered at the Marina Community Center for a "Town Meeting" addressing a variety of issues and goals. At the same time, a citywide survey was conducted to determine local attitudes on land use and transportation matters. Nearly 600 surveys were returned, allowing a reliable analysis of local preferences and priorities.

In March 1999, the City Council appointed 59 San Leandro residents and business representatives to a General Plan Advisory Committee (or GPAC). The Committee included at least six members from each City Council district. GPAC members represented a diverse spectrum of ages, ethnic groups, interests, and perspectives.

The GPAC's charge was to develop a vision for San Leandro's future, and craft the goals, policies, and actions that would form the heart of the new Plan. A two-phase process was established, with land use, transportation, and community service issues addressed in Phase One and noise, safety, open space, conservation, community design, and historic preservation issues addressed in Phase Two.

Shortly after forming, the GPAC divided into four subcommittees, corresponding to the following Plan components:

- Residential Neighborhoods
- Business and Industry
- Transportation
- Community Services and Facilities

The Subcommittees met more than 50 times between May 1999 and July 2000. Concurrently, the full 59-member GPAC was convened 10 times to develop a vision statement, construct the Land Use Diagram, and address issues relating to particular parts of the City where changes were anticipated. The full GPAC became a sounding board for issues requiring broader community input and a forum for reviewing subcommittee policies and proposals. In November 1999, the City sponsored a General Plan Fair, inviting the public to comment on GPAC proposals, vote on various policy issues, and participate in small discussion groups. More than 250 persons attended.

While the GPAC's work progressed, the technical information necessary to support the General Plan was compiled and analyzed. A citywide land use inventory was prepared, updated traffic counts were assembled, a real estate market analysis was performed, and noise levels in different neighborhoods were monitored. Reports documenting local demographics, visual conditions, safety hazards, and natural resources were drafted. Several interim work products, including an "Existing Conditions Report" and an "Options for the Future" workbook were prepared. A quarterly newsletter and periodic press releases provided status reports on the Plan as work progressed.

USE A DOT TO SHOW US WHERE YOU LIVE.

Phase Two of the General Plan was initiated in November 2000 and continued until June 2001. The GPAC divided into three subcommittees, corresponding to Plan elements as follows:
* Open Space, Parks, and Conservation
* Safety and Noise (Environmental Hazards)
* Historic Preservation and Community Design

More than 20 subcommittee meetings took place during Phase Two, along with four more meetings of the full GPAC.

Shortly after Phase Two was initiated, a poster summarizing the GPAC's recommendations was mailed to every household and business in the City. A reply card asked for community feedback on the proposals. More than 1,400 responses were received by the City. In January 2001, three community meetings were held to review GPAC work and obtain input on the issues being addressed by the new subcommittees.

An administrative draft of the General Plan, accompanied by the General Plan Environmental Impact Report (EIR), was completed in August 2001. Following review by City staff and GPAC members, the Plan was released for public review in November 2001. City Boards and Commissions were briefed on the document and presentations were made to groups throughout the community. Six public hearings on the Plan were held before the Planning Commission and City Council between November 2001 and May 2002. The City Council certified the Final EIR and adopted the Plan on May 6, 2002.

E. ORGANIZATION OF THE PLAN

This General Plan is organized into ten chapters. The first two chapters provide the context for the rest of the document. The next seven chapters constitute the Plan's "elements." Each element contains goals, policies, and actions corresponding to the GPAC Subcommittees of the same name. The final chapter addresses Plan implementation. An overview of the chapters is provided below. Chart 1-1 indicates how each chapter corresponds to the state-mandated general plan elements.

- **Introduction (Chapter 1)** describes the General Plan process and introduces the reader to the document.

- **San Leandro in Perspective (Chapter 2)** includes background data on San Leandro. This chapter describes San Leandro's history and development, its role within the region, and the trends shaping its future.

- **The Land Use Element (Chapter 3)** is comprised of the following "sub-elements":
    - An overall framework for the City's development, including the General Plan Map.
    - Residential Neighborhoods, profiling the City's neighborhoods, major issues, and goals for the future.
    - Business and Industry, profiling the City's commercial and industrial areas, major issues, and goals for the future.
    - Strategies for ten "focus areas," which are parts of the City where the most substantial changes are anticipated during the next 15 years.
    - An overview of land use designations and policies for the unincorporated San Leandro Planning Area.

- **The Transportation Element (Chapter 4)** addresses the movement of people and goods in and around San Leandro. It is organized by topical headings corresponding to different modes of travel (e.g., bicycles, transit, autos, etc.) and transportation issues (e.g., traffic safety, parking, etc.). The Element chronicles existing conditions and describes anticipated conditions in 2015. Maps identifying the City's future circulation system are included.

Fair Shopping Centers

- **The Open Space, Parks, and Conservation, Element (Chapter 5)** addresses the management of open space and the conservation of natural resources such as soil, water, plants and animals, air, and energy. The Element establishes guidelines for the management and maintenance of parks, priorities for park improvement, and strategies to increase the amount of parkland in the City.

- **The Environmental Hazards Element (Chapter 6)** describes natural and man-made hazards in San Leandro. The Element describes current hazards, anticipates future hazards, and presents policies and programs to minimize future loss of life and property. The first part of the Element addresses earthquakes, landslides, flooding, wildfire, air and water quality, hazardous materials, and emergency preparedness. The second part of the Element—Noise—describes the existing noise environment, projected noise conditions, and policies and programs to mitigate noise conflicts in the community.

CHART 1-1 **Correspondence Between State-Mandated General Plan Elements and San Leandro General Plan Elements**

State-Mandated Element	Corresponding San Leandro General Plan Element
Land Use	Land Use
Circulation	Transportation
Housing	Housing
Open Space	Open Space, Parks, and Conservation
Conservation	
Safety	Environmental Hazards
Noise	
	Historic Preservation and Community Design
	Community Services and Facilities

- **The Historic Preservation and Community Design Element (Chapter 7)** addresses the character of the City and establishes priorities for the preservation of historic structures and sites. Its policies and programs strive to ensure that new development makes a positive aesthetic contribution to the community, protects historic landmarks, and builds a stronger sense of local identity.

- **The Community Services and Facilities Element (Chapter 8)** addresses the provision of police, fire, school, library, child care, youth, senior, water, sewer, and drainage services to San Leandro residents and businesses. It is organized under topical headings corresponding to major service categories. Where appropriate, the Element includes projections for future service demand and identifies the capital improvements that may be needed to meet these demands.

- **The Housing Element (Chapter 9)** identifies the steps the City will take to create opportunities for new affordable housing, conserve existing housing, and meet the needs of the elderly, disabled, and other groups with special housing needs.

- **Agenda for Action (Chapter 10)** summarizes the activities and programs the City will undertake to implement the General Plan. These programs include zoning and development review, environmental review, design review, code enforcement, and capital improvements programming, among others.

The General Plan also includes a **glossary** which defines many of the terms used in the document, and an **index** which allows the reader to more easily identify where particular topics or geographic areas are discussed. In addition to the index, cross-referencing has been used to identify topics that are addressed in multiple places.

Finally, as required by the California Environmental Quality Act (CEQA), an **Environmental Impact Report (EIR)** has been prepared for the General Plan. The EIR is a separate document which describes environmental conditions in the City and assesses the possible effects that General Plan adoption will have on these conditions. The document is considered a “program-level” EIR, meaning that it examines the general nature of impacts at a citywide scale. The findings of the EIR help determine the appropriate level of environmental review that should be performed when subsequent projects consistent with the Plan are proposed. Although the EIR will be certified by the City Council, it is not adopted as a policy document.

F. IMPLEMENTING AND AMENDING THE PLAN

After the General Plan is adopted, it will be implemented through a variety of ordinances, programs, and activities. Each element of the Plan identifies specific action steps and Chapter 10 summarizes the steps to be taken to put the Plan to work. It will be especially important to review local land use regulations and procedures to ensure that they are consistent with the General Plan. The zoning map should be consistent with the General Plan Land Use Diagram, and the Zoning Code should be consistent with the land use classification system and development policies contained in the Plan.

The General Plan is intended to be a dynamic document and must be periodically updated to respond to changing community needs. An annual review of the Plan is required to ensure that it remains relevant. Moreover, the Plan may be amended up to four times a year. Requests for amendments may be submitted by individuals or may be initiated by the City itself. Most amendments propose a change in the land use designation for a particular property. Policy and text amendments also may occur. Any proposed amendment will be reviewed to ensure that the change is in the public interest and would not be detrimental to public health, safety, and welfare. Environmental review is required for all General Plan amendments.

CHAPTER 2

San Leandro In Perspective

CHAPTER 2

SAN LEANDRO IN PERSPECTIVE

This chapter of the General Plan sets the context for the chapters that follow. It presents background information on San Leandro, with an emphasis on the factors that will shape the City's future. The chapter provides an overall perspective on San Leandro's role within the greater Bay Area. The City's history, population, economy, land use, transportation system, and environment are profiled. Based on these factors, an estimate of the City's development potential is provided. A separate General Plan Existing Conditions Report has been prepared to provide more detail on each of the topics addressed here.

A. OUR ROLE IN THE REGION

San Leandro is located in the heart of the San Francisco Bay Area, the fourth largest metropolitan area in the country and home to 6.9 million residents. The City is located in the "East Bay" sub-area, consisting of 33 cities in Alameda and Contra Costa Counties. More than one-third of the Bay Area's population resides in the East Bay. While the area is sometimes perceived as suburban San Francisco, it is a diverse metropolitan area in its own right. In 2000, the East Bay was home to almost 1.1 million jobs and 2.4 million residents. San Leandro is the fifth largest city in Alameda County in both population and jobs, following Oakland, Fremont, Hayward, and Berkeley.

Figure 2-1 illustrates San Leandro's position within the Bay Area. The City is located 8 miles south of Downtown Oakland, 15 miles southeast of San Francisco, and 30 miles north of San Jose. It is bounded on the north by Oakland and on the south by the unincorporated communities of San Lorenzo and Ashland. The western edge of the City is defined by San Francisco Bay, while the East Bay hills define the eastern edge.

San Leandro is well connected to the region's transportation system, with three freeways (I-880, I-580, and I-238) passing through the City and Metropolitan Oakland International Airport just a few miles away. The City is served by two BART stations, three freight rail lines, and an extensive network of bus routes. These transportation advantages have helped define San Leandro's economic base and were a key factor in its development during the second half of the 20th century.

Over the past 50 years, San Leandro has developed a reputation as a diverse, hard-working, business-friendly City. Much of the City's identity dates from the post-war era, when the community was at the leading edge of the Bay Area's development. Many of the City's residents arrived during this era, and they and/or their descendants continue to make San Leandro their home today. Today, San Leandro offers many of the positive qualities of an older suburb, such as walkable neighborhoods and convenience, without the negative qualities of either the inner city or the distant suburban fringe. The City has a strong identity within the Bay Area as a stable community of solid neighborhoods, a manufacturing center with an industrious labor force, and a town that has found strength in its growing diversity.

B. HISTORY

Following some 3,000 years of Native American settlement, the area now known as San Leandro was divided through Spanish land grants between 1820 and 1842. Most of modern-day San Leandro was contained within the vast cattle ranches of Ignacio Peralta (north of San Leandro Creek) and Don Jose Joaquin Estudillo (south of San Leandro Creek). The ranches gave way to farms as settlers, squatters, and "49ers" arrived in the early 1850s. The town of San Leandro was laid out in 1855 and became the seat of Alameda County in 1856. The original town plan established a grid of streets, with sites set aside for prominent buildings such as the County Courthouse and City Hall.

After a catastrophic earthquake destroyed the Courthouse in 1868 and the transcontinental railroad reached Oakland in 1869, the county seat was relocated from San Leandro to Oakland. However, San Leandro continued to prosper as a small agricultural town. The City incorporated in 1872 and had grown to about 2,300 residents by 1900. Farms and orchards surrounding San Leandro produced a variety of fruits and vegetables, including cherries, tomatoes, onions, potatoes, asparagus, sugar beets, rhubarb, and apricots.

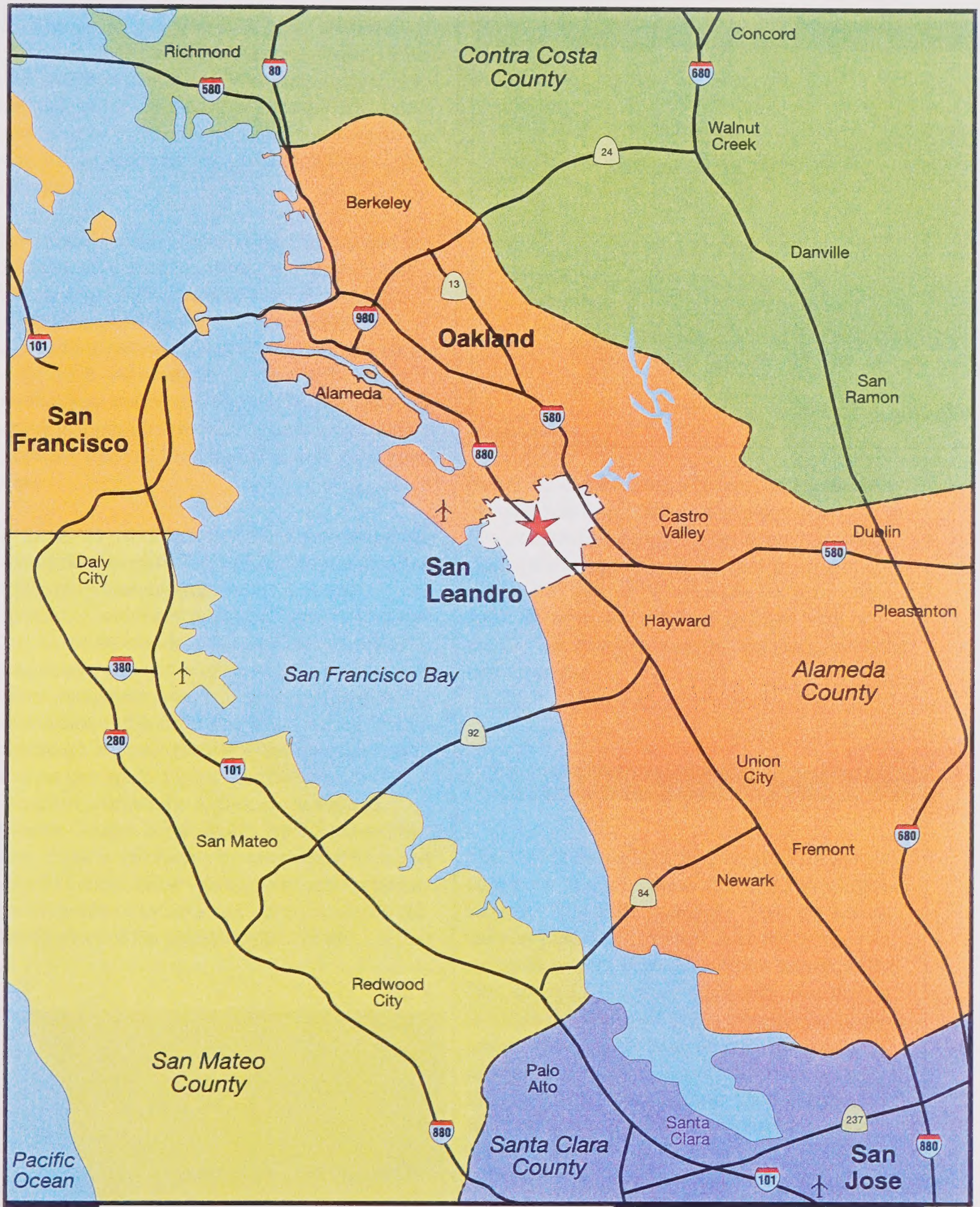
San Leandro continued to grow at a moderate pace during the first 40 years of the 20th Century. Many of the neighborhoods in the northeast part of the City, such as Broadmoor and Estudillo Estates, were developed during this time period. The railroad corridors running through the City were developed with industry, while Downtown was the center for commerce and civic life. By 1940, San Leandro had 14,000 residents. Still, the town covered just a few square miles and was surrounded by farms and orchards.

The 1940s and 50s were a time of transformation for the City. A development boom, initially created by the need for wartime housing and then sustained by returning veterans and their families, brought about a 350 percent increase in the City's population in just 20 years. Much of San Leandro's current form and character was defined during this era and nearly half of the City's current housing stock was added. Most of the neighborhood shopping centers and the commercial strips along East 14th Street and other arterials date from this period.

Despite the suburban character of the development, San Leandro emerged from the boom period as much more than a "bedroom community." The City was among the fastest growing industrial centers in the Bay Area during the post-war years, adding 6,000 manufacturing jobs between 1947 and 1954 alone. Much of West San Leandro was developed with industry and numerous warehousing and

"THE EAGLE"
Wm. J. Shiman Prop.

"The Eagle"—Lewelling at Hesperian Blvd., circa 1900.


Richmond
80
580
Contra Costa County
Concord
680
Walnut Creek
24
Berkeley
Danville
13
980
Oakland
101
San Ramon
San Francisco
Alameda
580
880
Castro Valley
Dublin
580
Daly City
San Leandro
Pleasanton
Hayward
380
San Francisco Bay
Alameda County
280
92
101
Union City
San Mateo
680
Fremont
84
Newark
Redwood City
San Mateo County
Palo Alto
Santa Clara
237
880
880
Santa Clara County
San Jose
Pacific Ocean
101
N
W
E
S

One inch=6.5 miles

REGIONAL LOCATION

FIGURE 2-1

San Leandro General Plan Update, 2002

distribution facilities were built south of Marina Boulevard. At the same time, early shopping centers such as Pelton Center and Bayfair made the City a thriving retail destination. The favorable balance between jobs and housing enabled San Leandro to offer a competitive tax rate and a high level of City services.

The pace of growth slowed as the City reached its natural limits during the 1960s. On the east, steep hills created a barrier to large-scale development. On the west, most of the shoreline had been acquired for park uses. Established communities lay to the north and south. The focus of new development shifted to smaller infill sites, including abandoned greenhouses and nurseries, and other properties that had been bypassed during the boom years.

By the 1980s, other factors had begun to shape the form of San Leandro. The Bay Area's economic base shifted from manufacturing to services and technology, and many traditional industries left the City. As the thousands of families who moved to San Leandro during the 1940s and 50s matured, school enrollment dropped and several schools were closed and redeveloped with housing. The percentage of senior citizens in the City increased from six percent in 1960 to 20 percent by 1990, giving San Leandro the highest median age in Alameda County. Local retailers were impacted by these changes and further by competition from new suburban malls. These demographic and economic forces continued to have significant impacts on the development of the City during the 1990s.

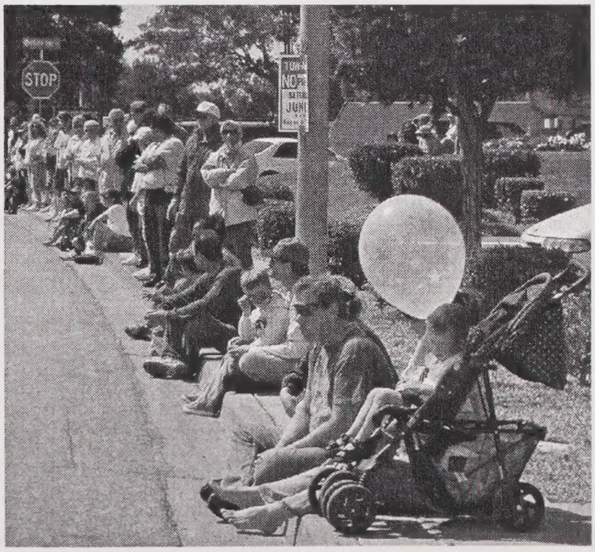
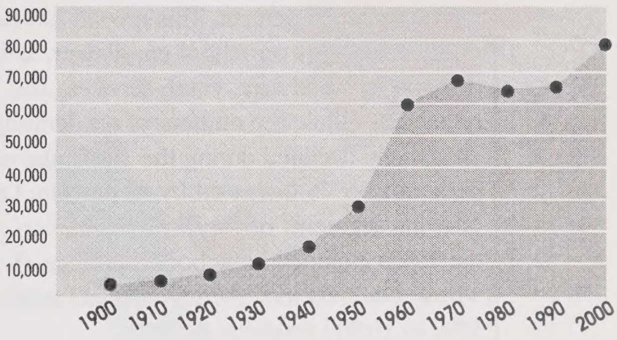


CHART 2-1 San Leandro Population, 1900-2000



Source: US Census

Figure 2-2 illustrates the stages of San Leandro's development from 1872 to 2000. Chart 2-1 tracks the City's population during the last century. Both the map and the graph clearly illustrate the burst of growth that took place in the City between 1940 and 1960. However, as the following pages point out, the City has continued to grow and change over the past 40 years.

C. POPULATION

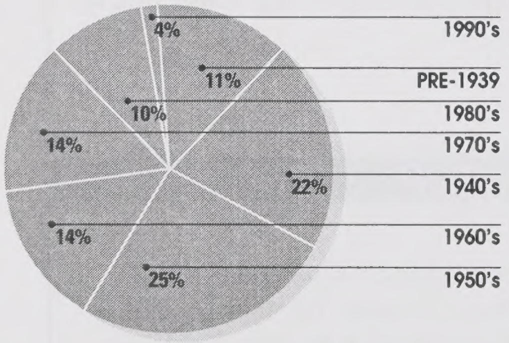
The 2000 Census placed the population of San Leandro at 79,462 residents. The City's population increased 16 percent during the 1990s, the largest ten-year percentage increase since the 1950s. Two factors have been behind the recent growth spurt. First, about 1,100 new dwelling units were built in San Leandro during the 1990s, bringing the citywide total to about 31,300 units. Second, the average number of persons per household rose from 2.33 in 1990 to 2.57 in 2000. The latter trend is particularly significant, since it marks the reversal of a trend toward smaller households that began in the 1960s.

San Leandro has become much more ethnically diverse over the past two decades. The number of Asian, African-American, and Hispanic residents rose from 21 percent of the City's population in 1980 to 54 percent in 2000. This diversity is mirrored in the demographics of local schools and cultural institutions. In 2000, a language other than English was spoken in more than 25 percent of the City's households.

The median age in the City is 37.7, slightly lower than it was in 1990 but still among the highest in Alameda County. Between 1990 and 2000, the number of San Leandro residents aged 19 and under increased by 36 percent. This growth has had dramatic impacts on school enrollment, as well as demand for child care, youth services, and recreation. While the number of residents aged 65 to 74 actually declined during the 1990s, the number of persons over 75 increased by 32 percent. Other fast growing segments of the City's population during the 1990s included baby boomers (ages 45-54), whose numbers increased from 6,900 residents in 1990 to 10,900 residents in 2000.

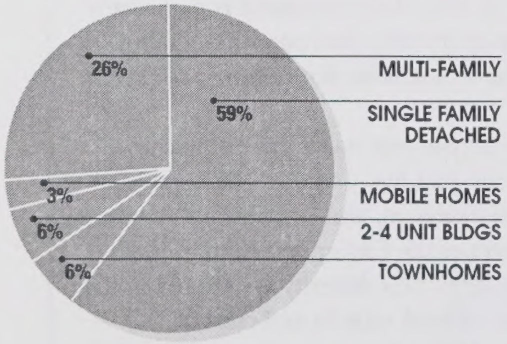
In 2000, the mean household income in San Leandro was estimated to be about $71,400. Although this represents a substantial increase over 1990, it is still about 15 percent below the Alameda County median. Many of the city's elderly residents are on fixed incomes and about 9 percent of those over 75 are classified by the federal government as living below the poverty line. The cost of housing is particularly vexing for lower income households, with some San Leandro families spending more than 50 percent of their monthly incomes on their housing costs. The Housing Element of the General Plan addresses this issue in detail.

CHART 2-2 Year of Construction of San Leandro's Housing Stock



Source: US Census, 1990
CA Department of Finance, 2000

CHART 2-3 Composition of San Leandro's Housing Stock

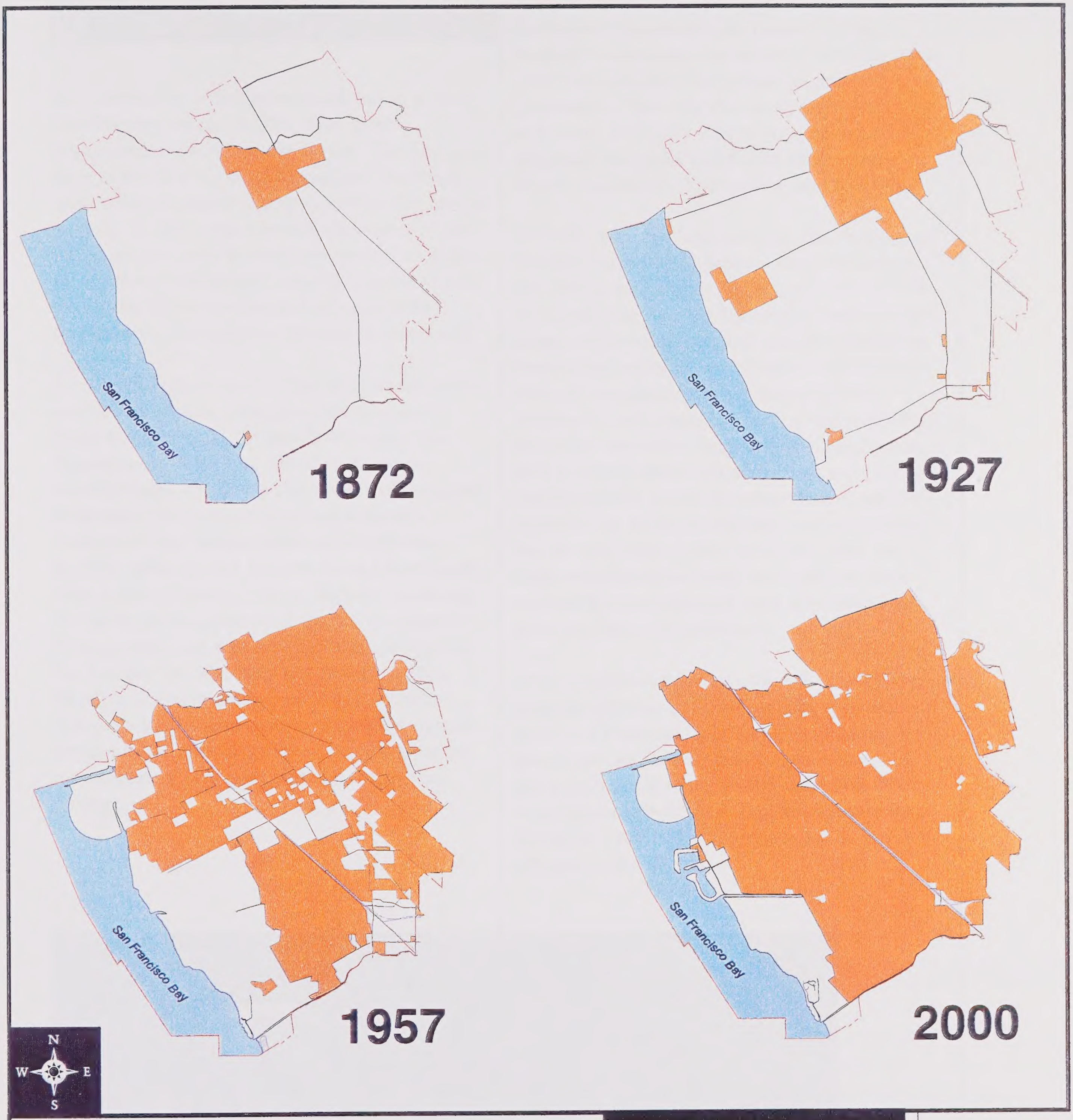


Source: CA Department of Finance, 2000

Charts 2-2 and 2-3 illustrate the characteristics of San Leandro's housing stock. Nearly half of the housing in San Leandro was built during the 1940s and 50s. However, the City also contains more than 3,500 dwelling units which pre-date 1940. About two-thirds of San Leandro's dwelling units are single family homes and about a quarter are in multi-family buildings.

San Leandro is more affordable than other East Bay communities, but home prices and rents have risen steeply during the past three years. In April 1998, the California Association of Realtors reported that the median price of a home in the City was $184,500. By January 2001, the median price for a three bedroom two bath house had soared to $340,000. Although this is still lower than the Alameda County median, the percentage increase in San Leandro during this two year period was among the highest in the County. Roughly 60 percent of the dwellings in San Leandro are occupied by owners and about 40 percent are occupied by renters.

The Association of Bay Area Governments (ABAG) projects that the Bay Area's population will increase by nearly one million residents over the next 15 years. While much of this growth will take place in outlying cities and towns, the region's older suburbs are also expected to absorb a substantial share. ABAG's *Projections 2000* forecasts that San Leandro will add over 1,500 new households between 2000 and 2015. The General Plan accommodates this growth, primarily through infill and redevelopment of underutilized parcels.


San Francisco Bay
1872
San Francisco Bay
1927
San Francisco Bay
1957
San Francisco Bay
2000
N
W
E
S

LEGEND

🟧 Urbanized Area

EVOLUTION OF THE CITY 1872-2000

FIGURE 2-2

San Leandro General Plan Update, 2002

D. ECONOMY

San Leandro has a diverse economy that is relatively flexible and resilient. In 2000, there were approximately 54,000 jobs in the City. The City has a large proportion of manufacturing and wholesale jobs relative to Alameda County and the Bay Area as a whole. In 1995, approximately 34 percent of San Leandro's jobs were in these two sectors, compared to 20 percent countywide. About 26 percent of the jobs in the City were classified as being in the service sector, compared to 36 percent countywide.

A relatively large number of the City's manufacturers are food processing companies. San Leandro is home to Kraft Foods, Ghirardelli Chocolate, Otis Spunkmeyer, Mi Rancho, and several sausage manufacturers. The City is also home to the regional Albertsons Distribution Center and includes a number of large transportation and distribution facilities. Although San Leandro has not traditionally been a high-technology center, high-tech is among the fastest growing sectors of the City's economy. Among companies with an established presence in San Leandro are MDL Software, Alpha Innotech, Farrallon Communications, and Diamond Micro Solutions. San Leandro also provides many support services to the technology sector, ranging from the manufacture of cardboard boxes to commercial printing.

San Leandro's economy also includes a large number of community service jobs, including some 7,000 jobs in health care, education, and government. There are also nearly 9,000 retail jobs in the City, with retail activity concentrated at shopping centers such as Bayfair Mall, Marina Square, Greenhouse Marketplace, and Westgate.

Over the years, the local economy has shifted from one that was primarily based on manufacturing to one that is more diverse. Relative to other cities in the central East Bay, San Leandro has experienced strong employment growth in light manufacturing, food-related industries, construction and building services, community services, transportation, distribution, and storage. Growth in the technology and office sectors has been slower in San Leandro than in nearby cities such as Fremont and Hayward. Land prices and prices per square foot of leasable space tend to be more competitive in San Leandro than in other parts of the central Bay Area. The City's well-established neighborhoods and more moderately priced housing stock also make it an attractive option for businesses.

ABAG projects that San Leandro will gain 6,760 jobs between 2000 and 2015, an annualized growth rate of about 0.8 percent. This is a slower rate of growth than is forecast for the County and the Bay Area, but is comparable to the growth rate of the 1990s. Employment growth in the City was virtually flat during the early 1990s, but rebounded during the later part of the decade.

GHIRARDELLI GHIRARDELLI
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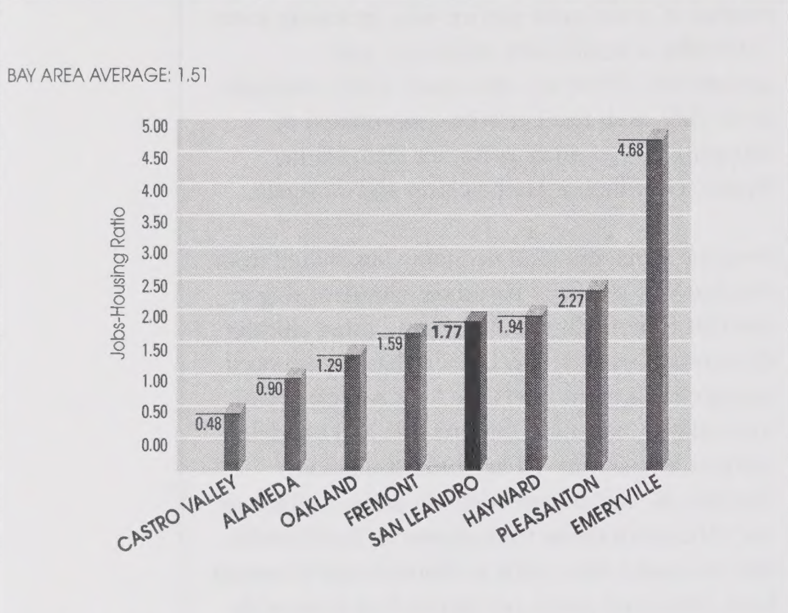
CHART 2-4 Jobs/Housing Ratios in Selected Alameda County Communities, 2000



Source: ABAG, Projections, 2002

San Leandro has long recognized that its economic health was linked to a favorable balance between the number of jobs and housing units in the community. In 2000, there were about 1.77 jobs for each household in the City, compared to 1.52 for the Bay Area as a whole. Chart 2-4 compares the ratio of jobs to households in San Leandro with those for other cities in Alameda County.

During the last decade, the Bay Area has been dogged by a job growth rate that has outpaced housing growth. The result has been the rapid inflation of housing costs, as housing demand has outpaced supply. This trend is projected to continue in the future. In fact, ABAG's projections for Alameda County show the number of jobs growing twice as fast as the number households during the next 15 years. In San Leandro, the disparity is projected to be even greater. If the current jobs-housing balance is to be maintained, the City will need to produce housing in excess of the ABAG projections.

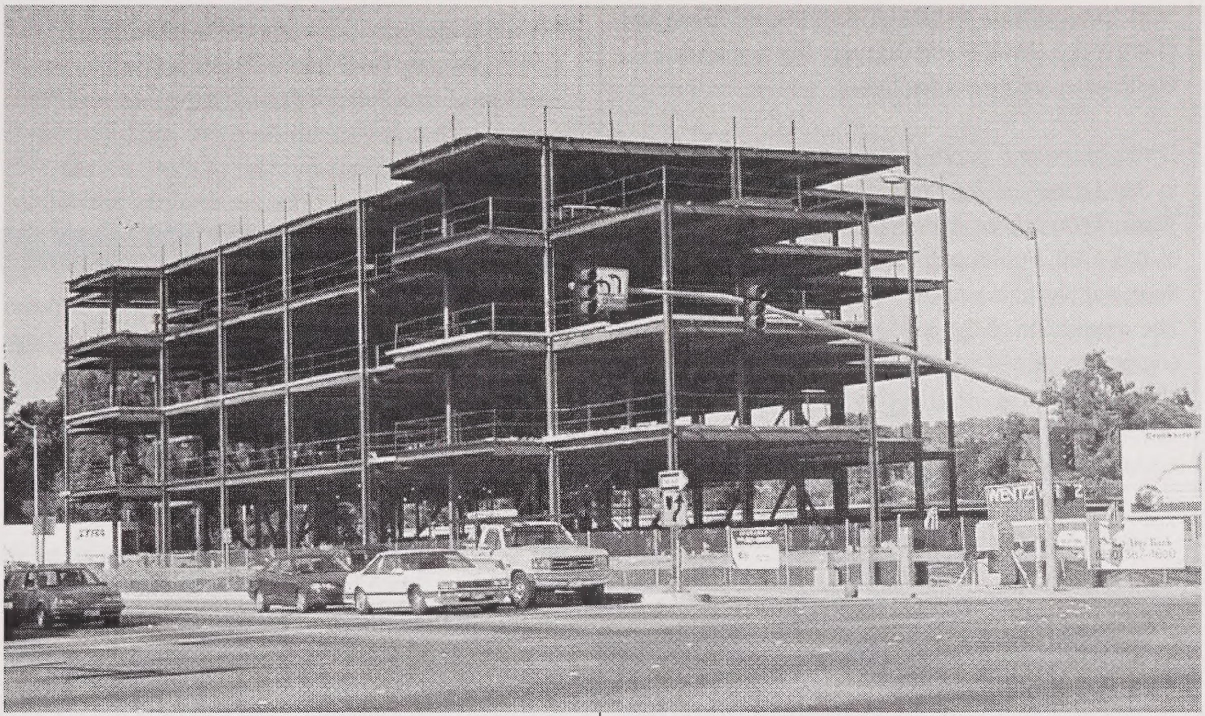
E. LAND USE

The City of San Leandro encompasses 15.4 square miles, including 13.3 square miles (about 8,500 acres) of land and 2.1 square miles of water. There are approximately 25,000 parcels of land in the City, about three-quarters of which contain single family detached homes. Chart 2-5 illustrates the existing composition of land uses in San Leandro.

Excluding streets and freeways, about 46 percent of San Leandro's land area is in residential uses. San Leandro's neighborhoods include about 2,600 acres of single family detached homes, 260 acres of townhomes and duplexes, 300 acres of apartments and condominiums, and 70 acres of mobile homes. These areas contain about 31,000 housing units, for an average residential density of 9.5 units per acre. This density creates a more urban character than the newer communities of the East Bay (like Dublin and Fremont) but a more suburban character than Berkeley, Oakland, and other cities closer to San Francisco. In fact, many of San Leandro's neighborhoods have a comfortable "small town" quality that is created in part by mixed density housing.

The mean single family lot size in the City is 6,250 square feet. Rectangular lots measuring about 60' x 100' comprise most of the City's post-war neighborhoods (such as Washington Manor) but are also typical in older areas such as Estudillo Estates and Farrelly Pond. Slightly larger lots prevail in the Bay-O-Vista, Broadmoor, and Mulford Gardens areas, while smaller lots are more common in the newer subdivisions such as Heron Bay and Cherrywood.

Although many San Leandro neighborhoods are perceived as being homogeneous, the housing stock is actually quite diverse. The City's neighborhoods include view-oriented hillside homes, craftsman bungalows and Mediterranean cottages, apartment buildings and garden apartment complexes, mid-rise condominiums, ranch-style tract homes, century-old Victorians, mobile home parks, California contemporaries, and even semi-rural ranchettes. Many single family neighborhoods include pockets of higher-density housing, along with other uses such as parks, schools, and churches. Densities as high as 90 units per acre can be found on some blocks around Downtown San Leandro, although most multi-family housing is in the range of 25 to 30 units per acre. The major concentrations of higher density housing are located around Downtown, along East 14th Street and Washington Avenue, in



the Springlake area, along Orchard Avenue, at the west end of Marina Boulevard, around San Leandro Hospital, and around the Greenhouse Marketplace Shopping Center.

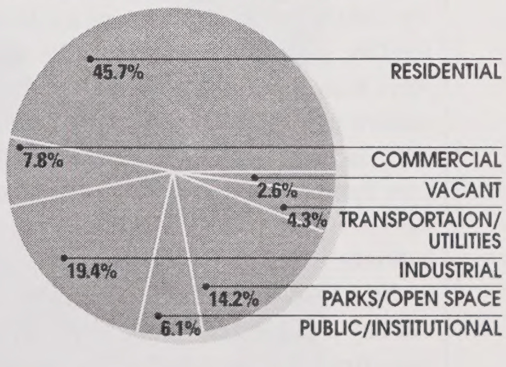
Commercial (retail, service, and office) uses in San Leandro comprise 546 acres, or about 8 percent of the City. Although Downtown is the City's historic retail center, the largest retail uses in the City are the community and regional shopping centers such as Bayfair and Westgate. Much of the City's retail acreage is contained in commercial strips along East 14th Street, Washington Avenue, MacArthur Boulevard and Marina Boulevard. The City also contains a number of small neighborhood-oriented shopping centers. About 95 acres of the City's commercial land consists of offices. The largest concentrations are located around the Downtown BART Station, along East 14th Street, and just east of Downtown.

San Leandro contains about 1,360 acres of industrial uses. Industrial areas are generally located in the west and northwest parts of the City, and in the central area just east of I-880 and south of Marina Boulevard. Historically, industry in San Leandro followed the three north-south railroad lines crossing the City. The shift to trucking and decline of heavy manufacturing has changed this pattern. San Leandro's industrial areas now include uses as diverse as wrecking yards and "dot coms." Much of the City's industrial area consists of landscaped office parks and distribution facilities. Other areas continue to fit a more traditional image of manufacturing.

The City also contains 426 acres of public and institutional uses and 300 acres of transportation, communication, and utilities land. Public and institutional uses include schools, hospitals, libraries, community centers, municipal buildings, and other civic uses. These uses tend to be scattered around the City within neighborhoods and business districts. The transportation, communication, and utilities land consists mostly of railroad rights-of-way. This

CHART 2-5 Existing Land Uses in San Leandro, 2000*

PERCENTAGE OF AREA IN EACH CATEGORY



Source: City of San Leandro, 2000 **excluding streets and freeways* land also includes the BART stations, PG&E rights-of-way, the Davis Street Transfer Station, and wastewater treatment facilities.

Open space and parks comprise almost 1,000 acres in San Leandro. City parks such as Marina Park and Washington Manor Park represent about 120 acres of this total. Public golf courses and Oyster Bay Regional Shoreline make up another 400 acres. The remainder of the land—about 450 acres—consists mostly of wetlands in the southwestern part of the City.

Additional information on land use in San Leandro may be found in Chapter 3.

F. TRANSPORTATION SYSTEM

Interstates 880 and 580—the Nimitz and Macarthur Freeways—bisect San Leandro in a north-south direction. Interstate 238—the Castro Valley Freeway—provides an east-west link between 880 and 580 in the southern part of the Planning Area. I-880 is one of the busiest freeways in California, carrying 220,000 vehicles a day through San Leandro and serving as the major north-south truck corridor through the East Bay. Traffic volumes on I-580 are about 140,000 vehicles a day. Both of the freeways are four lanes in each direction and both provide several interchanges connecting to local streets in San Leandro. San Leandro is located midway between the Bay Bridge and the San Mateo Bridge, the two major transbay crossings between the San Francisco Peninsula and the East Bay.

The 95-mile Bay Area Rapid Transit (BART) system includes four miles of track within San Leandro. Two of the system's 39 stations are located within the City, at Downtown San Leandro and Bayfair. More than 16,000 passengers a day used these two stations in 1997. San Leandro does not currently have an AMTRAK station, although AMTRAK's trains pass through the City between Oakland and San Jose. Most San Leandro residences are within one-half mile of an AC Transit bus route, providing links to the BART station and major destinations within the City and East Bay. The City is also served by three freight-rail lines and is approximately one mile from Metropolitan Oakland International Airport.

Additional information on local transportation conditions may be found in the Transportation Element of the General Plan (Chapter 4).

G. ENVIRONMENT

San Leandro is located on the East Bay Plain, a flat area that extends 50 miles from Richmond in the north to San Jose in the south. The Plain is about three miles wide in the San Leandro area. At its eastern edge, the plain transitions into low hills, rising to 526 feet at the highest point in the City's Bay-O-Vista neighborhood. On its western edge, the Plain slopes down to San Francisco Bay, the largest estuary on the California coast.

San Leandro's rich alluvial soils and temperate climate support a wide variety of plants and animals. Expansive wetlands in the southwest part of the City provide habitat for the salt marsh harvest mouse and other endangered species. San Leandro Creek remains one of the few waterways in the urbanized East Bay that retains its natural character along most of its course. Elsewhere in the City, street trees, parks, large yards, and other open spaces provide both aesthetic and environmental benefits. Just beyond the eastern City limits, thousands of acres of grasslands, woodlands, and coastal scrub are protected in regional park and watershed lands. These open spaces have great environmental importance and scenic value and are a significant amenity for San Leandro residents.

The City's environment is vulnerable to the impacts of urban development, particularly air and water pollution. Air quality has been a persistent problem in the Bay Area for decades. Although many steps have been taken toward improvement, automobile, truck, and air traffic continue to create problems. Likewise, water quality has improved as a result of stronger controls over point sources such as wastewater plants—but runoff from streets, parking lots, and yards still poses a threat to the health of the Bay. Continued efforts to reduce pollution and preserve the environment are necessary, both for the benefit of San Leandro and other communities in the region.

San Leandro's environment also creates a number of natural hazards. The Hayward Fault, considered by some seismologists to be the most dangerous hazard in the Bay Area, traverses the eastern edge of the City. Groundshaking and liquefaction in a major earthquake could cause serious damage and injury. Even in the absence of an earthquake, some of the City's steep hillsides are prone to landslides and erosion. Other parts of the City are subject to shallow flooding. Man-made hazards, such as noise from airplanes, trains, and trucks, also exist in the City.

A substantial part of the General Plan is dedicated to environmental and natural hazard issues. Policies and actions in the Open Space, Parks, and Conservation Element (Chapter 5), and in the Environmental Hazards Element (Chapter 6), address the management of natural resources and protection of the public from these hazards.

H. DEVELOPMENT POTENTIAL

San Leandro is a mostly built out City, with a limited supply of vacant land. A June 1999 survey conducted as part of the General Plan Update found 183 acres of vacant land in the City. By mid-2001, only about 130 acres of this land remained, as the Cherrywood subdivision was under construction and several major commercial and industrial projects were completed. Most of the remaining vacant sites in the City are located in industrial areas and along major arterials. There are also a small number of vacant sites in the San Leandro Hills, most of which are constrained by steep slopes and limited access.

The largest vacant sites in the City once housed former heavy industries, including the Hohener meat-packing plant on West Davis Street (22 acres), the Hudson Lumber pencil factory on San Leandro Boulevard (14 acres), and the Del Monte Cannery west of the Downtown BART Station (6 acres). Other major vacant sites a former light industrial area at the north end of Preda Street (8 acres), a series of parcels on Alvarado Street at San Leandro Creek (9 acres), the former Evergreen Nursery on MacArthur Boulevard (2 acres), and three commercial sites at the San Leandro Marina (10 acres). The Preda Street site is already committed to future residential development.

Much of the City's development potential lies on land that is not developed to its fullest potential, or underutilized commercial and industrial property. While the number of *underutilized* sites is hard to quantify, these sites can support as much—and probably more—development than the City's vacant sites. The City's industrial districts include large areas used for open storage, parking, and general operations. Few of the City's industrial parcels are developed to the maximum levels allowed by zoning. There are also a number of underutilized industrial buildings that could potentially support more intense uses. Depending on real estate market conditions, there is substantial room for intensification in these areas.

Similar conditions exist Downtown and along the major arterials. Large surface parking lots, marginal commercial uses, vacant storefronts and empty bank buildings all hold the potential for redevelopment. This is particularly true along East 14th Street, MacArthur Boulevard, and Washington Avenue. In a strong economy and real estate market, underutilized sites along these streets present opportunities for new housing, retail, and office uses. On the other hand, some of these sites present urban design and environmental challenges which may stall their re-use for some time.

Calculating San Leandro's development potential depends on the assumptions that are made about the underutilized sites. Analyses conducted as part of the General Plan Update indicate that there are about 520 dwelling units that have recently been completed or are now under construction in the City. The potential for another 170 single family units and 230 multi-family units has been identified on sites that are currently vacant. A survey of land along East 14th Street, San Leandro Boulevard, MacArthur Boulevard, and Washington Avenue identified the potential for hundreds more multi-family units on underused commercial sites. However, strong redevelopment incentives may be needed to spark significant residential growth along these corridors during the next 10 years.

The City's commercial and industrial development potential is even more difficult to calculate. Making conservative assumptions about building coverage, existing vacant sites in the City can support about 1.2 million square feet of industrial floor space, 725,000 square feet of office space, and 300,000 square feet of retail space. When underutilized sites are added in, the potential for development rises significantly. A survey of sites conducted as part of the General Plan Update identified another 2 million square feet of potential new industrial floor space and over 600,000 square feet of potential new retail and office floor space on underused sites. Actual development potential could be even higher than that, given the large areas given over to parking, trucking, and outdoor storage in the commercial and industrial districts. Because most of these sites are in active use, however, only a portion of this potential is likely to be realized by 2015.

TABLE 2-1 Development Forecasts for San Leandro, 2000-2015

	2000[1]	2015[2]	2000-2015 Increase
Households	30,640	32,110	1,470
Household Population	78,630	84,130	5,500[3]
Total Population	79,460	84,960	5,500
Employment	54,230	63,505	9,275

Notes:

[1] *2000 figures based on 2000 Census for households and population, and ABAG Projections 2002 for employment.*

[2] *These forecasts have been derived independently of the ABAG forecasts, based on General Plan policies, strategies, and Land Use Diagram designations. The forecasts are about 100 households lower and 2,500 jobs higher than the ABAG projections for the same period, based on ABAG Projections 2002.*

[3] *Assumes household size of 2.62 in 2015, pursuant to ABAG Projections 2002.*

There are economic limits to the amount of industrial and commercial space the City can realistically absorb. Moreover, there are road and infrastructure constraints which effectively create a "carrying capacity" for the industrial and commercial areas. This General Plan recognizes these constraints through its policies and action programs. In some parts of the City, the level of service standards established for roads may ultimately dictate how much new development may occur on commercial and industrial land.

The General Plan Environmental Impact Report is predicated on certain assumptions about future household and employment growth. It assumes a gain of 1,470 households by the horizon year of the Plan. At 2.62 persons per household, this would bring the City's household population to just over 84,000 and its total population (including persons in group quarters) to almost 85,000.

The General Plan employment forecasts are more aggressive than the ABAG projections. Based on the square footage figures provided above, the City could add up to 9,275 jobs by 2015. This presumes that the City will capture a larger share of the region's economic growth than ABAG is anticipating.

Table 2-1 presents a summary of the forecasts used in this General Plan.

CHAPTER

3

Land Use

CHAPTER 3

LAND USE

FRAMEWORK
RESIDENTIAL NEIGHBORHOODS
BUSINESS AND INDUSTRY
FOCUS AREAS
BEYOND THE CITY LIMITS

The Land Use Element is the centerpiece of the General Plan. It contains the maps and strategies that will shape the physical form of San Leandro over the next 15 years. The Chapter identifies those areas of the City where change will be encouraged and those areas where the existing land use pattern will be maintained and enhanced. Perhaps more than any other part of the General Plan, this Chapter reflects the substantial input provided by the General Plan Advisory Committee, the City Council, and the community at large in the General Plan Update process.

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LUNCHES

This Element contains five sections, or *sub-elements*:

- "Framework" describes the major themes of the General Plan and presents the City's Land Use Map.
- "Residential Neighborhoods" contains goals, policies and actions for the City's residential areas.
- "Business and Industry" contains goals, policies, and actions for the City's commercial and industrial areas.
- "Focus Areas" contains strategies for specific areas of the City where change is likely during the next 15 years.
- "Beyond the City Limits" provides general direction for San Leandro's Planning Area and Sphere of Influence. These are unincorporated areas with issues that could affect San Leandro's future.

A. OVERVIEW

Although San Leandro was virtually "built out" by the early 1960s, the City continues to change and evolve. Obsolete uses are constantly being replaced by more profitable uses. New businesses replace old businesses, and homes are expanded and remodeled every day. The City is dynamic—its look and feel are constantly being reshaped.

The potential for change may increase in the future as the Bay Area rethinks its historic growth patterns. Today, concerns about congestion and urban sprawl are creating more pressure on older cities and suburbs to make more efficient use of land. There is a growing push to reinvest in the region's established communities. This trend will potentially have a major impact on San Leandro during the next two decades.

As a mature community, it is critical that San Leandro thinks strategically about how and where reinvestment takes place. The overarching goal is to conserve those parts of the City that are successful and to direct redevelopment to areas where land may be underutilized. These areas are described in the General Plan as **"Focus Areas"**, recognizing that they may require more attention and direction than other parts of the City. The strategies in this Plan ensure that the future development of the Focus Areas addresses local concerns and reinforces the things that are best about San Leandro.

What "Smart Growth" Means for San Leandro

During the past decade, there has been growing interest in the concept of "smart growth." Although the term means different things to different people, the common thread is that it promotes more efficient use of land within existing urban centers before building on farmland and open space.

Although smart growth is a regional goal, its achievement begins at the local level. In San Leandro, this means taking advantage of the opportunities presented by the BART stations, the AC transit bus corridors, and the supply of vacant and underutilized commercial and industrial land. Reinvesting in these areas not only makes sense for our region, it offers the potential to boost our local economy and tax base, provide new housing opportunities for San Leandro residents, and bring new jobs and services to the City. Moreover, reinvestment can create a new image for parts of the City that currently lack a strong identity or present a negative impression to residents and visitors.

Smart growth does not mean building big apartment complexes in our single family neighborhoods or putting high rise buildings in Downtown San Leandro. In fact, one of the major premises of the General Plan is that the character of our neighborhoods should be preserved. Applying smart growth principles in our neighborhoods means making them safer places for pedestrians and bicyclists, more convenient places for local shopping and recreation, and more attractive alternatives for young families who might otherwise relocate to new subdivisions in the Central Valley. Smart growth also capitalizes on transit opportunities, reducing the need to drive and thereby enhancing environmental quality.

The idea is not to bring the "big city" to San Leandro, but rather to reintroduce village scale development to a few carefully selected locations within our community. Before World War II, most of San Leandro was built at the village scale. Residents walked to the Bancroft Avenue streetcar, shopped at the corner store, and perhaps lived in an apartment over their place of work. This General Plan anticipates a return to this pattern around the Downtown BART station, and along parts of the East 14th Street, MacArthur Boulevard, Washington Avenue, and San Leandro Boulevard corridors. In these areas, new development may include medium and higher density housing, pedestrian-oriented commercial buildings and mixed use projects combining housing and commercial uses in a single structure.

The San Leandro General Plan aspires to reshape the industrial areas of West and Central San Leandro to meet the demands of the new economy. Although San Leandro does not have abandoned "brownfields" or a large inventory of empty industrial buildings, it still presents opportunities for more productive economic use of land, buildings, and infrastructure. Smart growth means encouraging more efficient use of this industrial land as property is sold or redeveloped.

In commercial areas, including Downtown, the General Plan encourages urban design changes and mixed use infill development. These changes may range from simple tree planting programs to complex schemes for the redesign of shopping centers and arterials. In either case, the idea is to make shopping in San Leandro more convenient,

more attractive, and more enjoyable. Residents should not feel compelled to drive to other communities for basic goods and services.

The General Plan recognizes that smart growth strategies will not succeed unless other quality of life factors are addressed at the same time. Reinvigorating our neighborhoods and shopping centers cannot take place unless we also provide quality schools and education, invest in parks and other community facilities, address concerns about crime and safety, and provide a clean, healthful environment. This Plan places particular emphasis on collaboration with the San Leandro and San Lorenzo Unified School Districts to sustain and enhance our public schools. It also seeks creative solutions to provide more parkland, address neighborhood crime and security issues, and resolve noise and other environmental challenges.

Building A More Sustainable City

The San Leandro General Plan embraces the concept of sustainability. Like smart growth, sustainability is an evolving concept that can be interpreted in many ways. The basic idea is to accommodate current needs without jeopardizing the resources of future generations. Sustainable development strives for equilibrium between economic goals and environmental goals. It seeks to make the most of existing resources, promote conservation in all forms, and encourage the participation of every citizen in shaping the future of the City.

In San Leandro, several fundamental choices have been made within this context.

First, the City is making a conscious decision to grow at a "human scale," placing the needs of pedestrians above those of cars. Although the importance of a convenient roadway network is fully acknowledged, the General Plan favors transportation modes and development patterns that conserve energy and reduce the need for an automobile. Mixed use development plays a major role in this philosophy, by decreasing the distance between the workplace and residential areas. During the next 15 years, most new housing in San Leandro will be located within a quarter mile of the Downtown BART station and along major transit corridors such as East 14th Street. Many of the General Plan's transportation policies, from the promotion of employee BART shuttles to the provision of bike lanes on area streets, are influenced by the principle that travel without a car should be more convenient and affordable.

Second, the City is making a commitment to protect the natural environment and tackle environmental problems. The wetlands, the shoreline, the hills, and San Leandro Creek are resources to be protected and cared for. Tree planting will be promoted, with the goal of enhancing our urban forest and making our city a greener, more beautiful place. The City will continue to work with others in the region to strive for cleaner air and water. A continued effort will be made to reduce the negative impacts of industrial uses, from cleaning up hazardous sites to limiting truck traffic in residential neighborhoods.

Third, economic development programs will emphasize clean, emerging technologies. A greater emphasis will be placed on renewable and reliable sources of energy. The City will strive to make the best use of local resources and assets. Where feasible, existing buildings and building materials will be "recycled" instead of discarded. New industrial development should provide the City with the capacity to be more self-sufficient and should help San Leandro restore its infrastructure and sustain or improve local services. Economic growth should capitalize on San Leandro's strengths, while providing a unique, marketable identity for the City.

A final choice associated with a more sustainable future is to bring the concept of social equity into land use planning. Preparation of the General Plan itself embraced this principle, with hundreds of voices heard in the identification of the City's needs and issues. The concept also suggests that the City plan for a variety of housing types, matching the needs of diverse groups, and for social services which respond to the City's changing demographics. If all San Leandro residents are to benefit from this Plan, then access to cultural, community, and recreational facilities must be improved. All cultures must be respected, and all must be encouraged to participate fully in community life. Our notions of "community" must be updated as times change and new residents arrive.

The policies in this Plan are guided by the social, economic, and environmental challenges associated with modern-day life in the Bay Area. Although these challenges go well beyond urban planning, they define our responsibilities as we think about how the City will grow.

Creating A "There"

San Leandro is a city of high-quality neighborhoods and diverse business districts. Yet, there is a sense that the sum of these areas is less than it might be—that if gaps were filled, edges improved, and stronger linkages made between different parts of the community, the City could be more vital than it is today. One of the pervasive messages conveyed at General Plan workshops and in General Plan surveys was that San Leandro must be more than just a "pass through" city for travelers on their way to somewhere else. This General Plan endeavors to create a more distinct and positive image of San Leandro; to create a "there" there.

The projected addition of almost 1,500 new homes and over 9,000 new jobs during the next 15 years provides San Leandro with an opportunity to reinforce and strengthen its civic identity. By strategically directing new development, the City has an opportunity to create attractive new gathering places and focal points. Although the most obvious opportunities for such development are at places like Bayfair Mall and the Downtown BART Station, there are many places in the City where a reinvigorated San Leandro can shine.

Neighborhood beautification and commercial revitalization programs can create a stronger and more positive identity for areas that are already well established. General Plan policies call for gateway improvements along major thoroughfares, undergrounding of utilities, planting of street trees and landscaping, and an overall "greening" of the City. The idea is to strengthen the identity of the City as a whole by weaving together neighborhoods, creating more distinct activity centers, establishing more easily-recognized gateways, and addressing physical barriers within the City such as freeways and railroads. The architectural qualities that define and distinguish San Leandro's neighborhoods should be maintained and celebrated. Within each neighborhood, schools, parks, and shopping areas should engender a strong sense of pride and identity.

Perhaps the greatest opportunities to create a stronger sense of place within the City are on East 14th Street. General Plan surveys identified the East 14th corridor as the City's highest priority for civic improvement. The Plan envisions reshaping this thoroughfare from a three-mile commercial strip into a series of "districts" each with a unique form and function. The focal elements are already there—San Leandro Hospital, the Bal Theater, the Downtown Plaza, Bayfair Mall, and so on—but they have yet to be clearly defined or differentiated from one another.

Over the next 15 years, a combination of streetscape improvements, rehabilitation, and infill development should change the face of this corridor. East 14th Street should be the gateway to the neighborhoods it adjoins instead of their back door. The changes will not happen overnight, but they cannot begin until a vision has been set forth.

C. CITY STRUCTURE

With the preceding principles in mind, Figure 3-1 illustrates the "City Structure" for San Leandro. The City Structure Map augments the Land Use Diagram (which is described later in this chapter) by providing a broader overview of San Leandro's physical form. The Map offers a citywide perspective on how the various parts of San Leandro fit together to create a cohesive community. The basic elements shown on the Diagram are described below.

Downtown

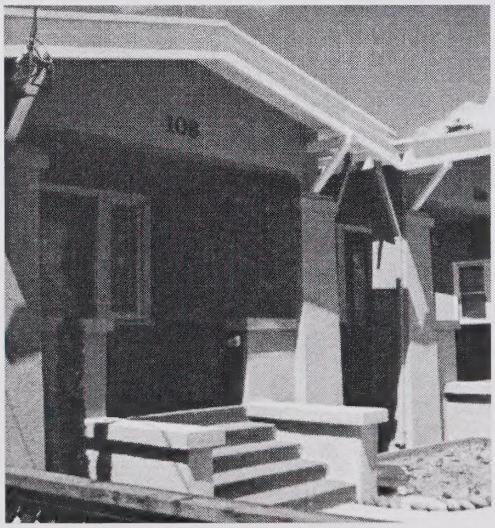
Downtown is San Leandro's central business district and civic heart. The General Plan envisions a pedestrian-oriented district with office, retail, and housing development, public gathering places, a blending of historic buildings and compatible new buildings, and easy access to public transit. The Downtown Core and the Downtown BART Station areas have both been identified as Focus Areas and are addressed later in the Land Use Element.

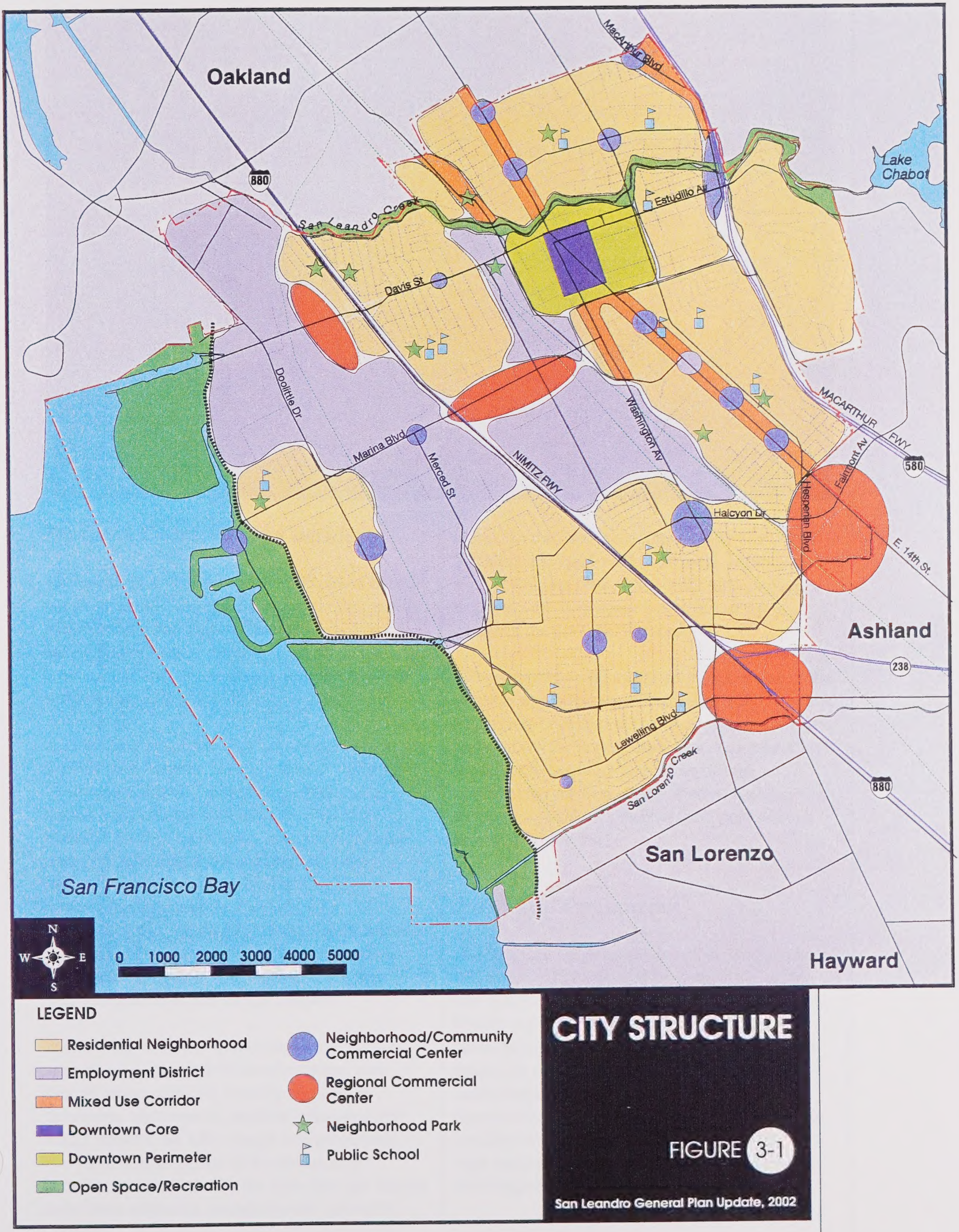
Residential Neighborhoods

San Leandro's residential neighborhoods are large and diverse. An entire section of this Element is dedicated to their conservation and enhancement. Neighborhoods contain housing, parks, schools, local shopping areas, and other features which give them definition and character.

Residential neighborhoods form a crescent around Downtown San Leandro and extend east into the hills, south to Ashland and San Lorenzo, and west to the San Leandro Marina. The neighborhoods to the north and east of Downtown contain most of San Leandro's pre-1940s housing stock and are built on a traditional grid pattern. To the south and west of Downtown, most of the neighborhoods date from the 1940s and 50s. On the western edge of the City, the Marina-Mulford Gardens area contains a mix of older country-style homes and more conventional subdivisions, townhomes and apartments. On the eastern edge, the Bay-O-Vista area is characterized by view-oriented single family homes on large lots.

The existing land use pattern in San Leandro's residential neighborhoods is well established. The General Plan policy emphasis is to enhance the quality of these areas. This will be done by upholding community aesthetic standards, protecting neighborhood character, beautifying City streets, and enhancing local parks, schools, and shopping areas. For those neighborhoods with distinct or historic architectural character, special care will be taken to preserve their scale and form. In all neighborhoods, an effort will be made to improve neighborhood edges, especially where they abut commercial and industrial areas.




Oakland
Lake Chabot
880
San Leandro Creek
MacArthur Blvd
Estudillo Av
Davis St
Doolittle Dr
Marina Blvd
Merced St
NIMITZ FWY
Washington Av
MACARTHUR FWY
580
Fairmont Av
Halcyon Dr
Hesperian Blvd
E. 14th St
Ashland
238
Lewelling Blvd
San Lorenzo Creek
880
San Lorenzo
Hayward
San Francisco Bay
N
W
E
S
0 1000 2000 3000 4000 5000
LEGEND
Residential Neighborhood
Employment District
Mixed Use Corridor
Downtown Core
Downtown Perimeter
Open Space/Recreation
Neighborhood/Community Commercial Center
Regional Commercial Center
Neighborhood Park
Public School

CITY STRUCTURE

FIGURE 3-1

San Leandro General Plan Update, 2002

Business Districts and Corridors

San Leandro has a diverse array of business districts, ranging from heavy industrial areas to office parks and regional malls. Some of the business districts are expansive and far removed from the residential areas; others are very much a part of the fabric of surrounding neighborhoods.

In terms of acreage, the largest business districts are the West San Leandro, South-of-Marina, and Mid-Washington Avenue Districts (e.g., Washington between the railroad underpass and Halcyon-Floresta). Each of these areas consists of industrial parks, free-standing industrial uses, off-price retailers, and heavy commercial uses (e.g., construction supplies, lumberyards, etc.). Recognizing the potential for change in these areas, the General Plan designates each one as a Focus Area. More detailed recommendations for their future are provided later in this chapter.

The guiding objectives in the City's large business districts are to promote business retention and diversification, maintain mobility and ease of circulation, and promote aesthetic improvements which enhance the City's image and appearance. The General Plan aspires to locate the most intensive industrial uses in the areas that are furthest away from residential neighborhoods, generally located in the northwest corner of the City. Where industrial and residential areas meet, buffer uses such as low-rise offices, live-work units, high-tech industry, and open space are envisioned to minimize the potential for conflicts.

Transportation corridors are another key part of the development framework. Commercial corridors link San Leandro neighborhoods and business districts, and connect the north, south, east, and west sides of town. These corridors present significant opportunities for new transit-oriented housing and shopping, as well as potential focal points for nearby neighborhoods.

Parks and Open Space

The Structure Diagram indicates that San Leandro will continue to be framed by open space on the east and west. On the east, East Bay Regional Park District and East Bay Municipal Utility District landholdings provide a permanent greenbelt, with thousands of acres available for recreation and conservation. On the west, the San Leandro shoreline provides four miles of almost continuous parkland, including a world class golf course, a large marina, a shoreline trail, and one of the East Bay's largest wetland preserves.

The General Plan supports the San Leandro Marina's continued role as a community showcase, with additional public improvements and a limited amount of hotel/commercial development (see Focus Area Discussion). The Plan promotes recreational improvements to the Oyster Bay Regional Shoreline and continued management of the Shoreline Marshlands as a unique natural area.

Elsewhere in San Leandro, smaller parks provide pockets of greenery and areas for recreation. These parks are generally integrated into the fabric of residential neighborhoods, often in association with schools and school athletic fields. San Leandro Creek provides a ribbon of greenery through the northern part of the City, connecting the hills to the bay and defining neighborhood edges along the way.

D. LAND USE DIAGRAM AND DEFINITION OF CATEGORIES

Land Use Diagram

State law requires that every General Plan include a map of the community identifying the "general distribution and intensity of uses of land for housing, business, industry, open space, education, public buildings, and other categories of public and private uses" *(1998 California General Plan Guidelines)*. This map is usually referred to as a General Plan Map or Land Use Diagram.

Whereas the City Structure Map (Figure 3-1) is intended to be illustrative, the Land Use Diagram is a policy and regulatory tool. Future land use decisions must be consistent with the designations on the Diagram, as well as the definitions and standards in this section. The City's Zoning Map must also be consistent with the Diagram. However, the Zoning Map is more detailed than the Land Use Diagram, interpreting land use designations at a parcel-specific level and including more precise development standards corresponding to each General Plan category.

State law requires that the categories used on the Land Use Diagram be accompanied by definitions. These definitions must establish the density or intensity of development permitted within each category. In residential areas, density is usually expressed as the maximum number of dwelling units allowed per acre of land. In commercial and industrial areas, intensity is usually expressed using floor area ratios (the ratio of building area to lot area). The text box on page 41 provides additional direction on how to calculate density and floor area ratio.

A reduced version of the Land Use Diagram for San Leandro is shown on Figure 3-2. A larger version is included as a foldout poster in the back pocket of the Plan.

A total of 15 land use categories appear on the Diagram, including five residential categories, five predominantly commercial categories, two industrial categories, and three public/open space categories. Table 3-1 indicates the land area in each category.

There may be multiple zoning districts within each of these categories, particularly among the commercial uses. This will allow finer distinctions to be made between the specific land uses to be allowed and the development standards to be applied within each area of the City. The General Plan categories are correlated with the City's zoning districts in Table 3-2. The Table indicates which zones are compatible and conditionally compatible with each General Plan category. The use of a zone noted as "conditionally compatible" would only be acceptable if the types of development allowed by that zone are consistent with General Plan goals and policies.

Land Use Categories

Residential Categories

Garden Residential. This designation is intended for detached single family homes in a country or semi-rural environment. Small-scale commercial gardens and animal husbandry, consistent with the residential character of the area, is permitted. Lots typically exceed 8,000 square feet and overall densities range from 1-4 units per gross acre (up to 5.4 units per net acre). In some cases, additional dwellings on a single lot may result in densities that are higher than this range.

Low Density Residential. This designation is intended for detached single family homes and is characterized by lots of 5,000 to 10,000 square feet. This is the predominant residential development type in San Leandro and includes most of the neighborhoods developed between 1925 and 1990. Overall densities range from 3-6 units per gross acre (up to 8.7 units per net acre).

Low-Medium Density Residential. This designation is intended for detached single family houses on small lots and also includes zero lot line and patio home developments. Typical lots range from 3,500 square feet to 5,000 square feet and densities typically range from 7 to 11 units per gross acre (up to 12.4 units per net acre). Although more dense than the "Low Density Residential" category, these areas retain the basic amenities and qualities of a single family neighborhood, including front and rear yards, driveways, and garages.

Medium Density Residential. This designation is intended for attached housing types, such as townhomes and duplexes. Individual homes on smaller (less than 3,500 SF) lots and other clustered or planned unit developments may also occur in areas with this designation. These areas may include common open space and private recreational facilities. Mobile home parks also typically fall within this category. Overall densities range from 12-18 units per gross acre (up to 21.7 units per net acre).

High Density Residential. This designation is characterized by multi-family residential development, such as garden apartments and condominiums. On larger parcels with this designation, common open space areas, landscaping, and other site amenities are typically provided. Overall densities range from 19-25 units per gross acre (up to 29 units per net acre). Pursuant to General Plan policy, densities above this range may be allowed in the vicinity of the BART Stations and along transit corridors, and for projects incorporating affordable housing or serving senior or disabled households.

Commercial Categories

Neighborhood Commercial. This designation is characterized by small shopping centers or clusters of streetfront buildings with local-serving businesses and services. Typical uses include groceries, video stores, pharmacies, laundromats, dry cleaners, restaurants, and other businesses that serve the daily needs of nearby residential areas. Floor Area Ratios (FAR) are typically in the range of 0.3 to 0.5, but may be slightly higher on existing pedestrian-oriented shopping streets.

General Commercial. This designation is characterized by larger shopping centers, shopping districts, and commercial uses providing a broader range of goods and services and serving a broader market than the neighborhood commercial areas. Typical uses include supermarkets, department stores, apparel stores, theaters, and non-retail services such as offices and banks. These areas also contain primarily auto-oriented uses such as hotels and motels, car dealerships, auto service and repair businesses, and construction suppliers. The uses are generally designed for the convenience of persons arriving by car. Floor area ratios are typically limited to 0.5, but may be as high as 1.0 within older development areas.

Office. This designation includes general business offices, banks, finance, insurance, and real estate offices, medical offices, and similar and compatible uses. The intent of this designation is to establish quality professional office districts that are attractively landscaped and compatible with surrounding areas. Retail uses are strictly limited. Typical floor area ratios range from 0.2 to 0.7,

Table 3-1 Acreages in Each Land Use Type*

Land Use Category	Acreage	Percent of Citywide Total
RESIDENTIAL	**4,430**	**52.1**
Garden Residential	156	1.8
Low Density Residential	3,269	38.5
Low-Medium Density Residential	199	2.3
Medium Density Residential	447	5.3
High Density Residential	359	4.2
COMMERCIAL/MIXED USE	**907**	**10.7**
Neighborhood Commercial	52	0.6
General Commercial	495	5.9
Office	78	0.9
Downtown Mixed Use	55	0.6
Corridor Mixed Use	227	2.7
INDUSTRIAL	**1,800**	**21.1**
Light Industrial	693	8.1
General Industrial	1,107	13.0
PUBLIC/OPEN SPACE	**1,367**	**16.1**
Public/Institutional	410	4.9
Parks and Recreation	301	3.5
Resource Conservation	656	7.7
TOTAL	**8,504**	**100.0**

Source: City of San Leandro, 2001

** The acreages shown here include the streets, railroads, freeways, and utility rights-of-way that pass through each area. For this reason, the proportions may be different than those shown in Chart 2-5.*

although higher intensities can be achieved if structured or underground parking is provided. Higher FARs may also be found in already developed areas.

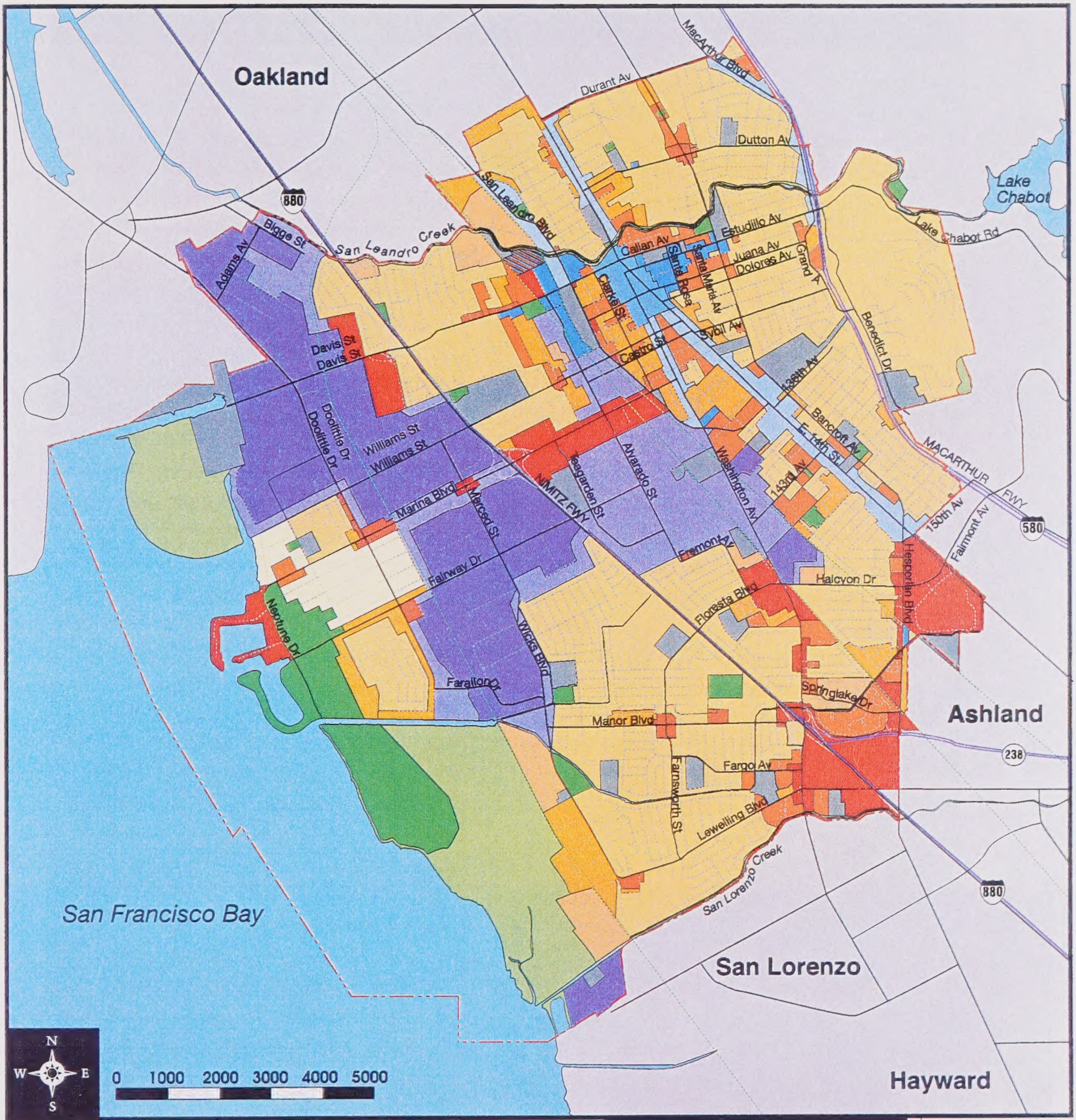
Downtown Mixed Use. This designation includes a range of uses which together create a pedestrian-oriented street environment. It is intended for retail shops, services, offices, cultural activities, public and civic buildings, and similar and compatible uses, including upper-story residential uses. These activities may be located within the same building, or within separate buildings on the same site or nearby sites. More specific guidance on the mix and design of uses is specified in General Plan policies for the Downtown area. Typical FARs range from 0.2 to 1.0. FARs above 1.0 may be permitted on small parcels or on sites where upper-story housing, off-site or structured parking, and/or pedestrian amenities are provided.

Corridor Mixed Use. This designation includes a mix of commercial and residential uses oriented in a linear development pattern along major transit-served arterials such as East 14th Street. A range of commercial and office uses is permitted, primarily serving neighborhood and community needs. Residential uses may be either free-standing or integrated into the upper floors of mixed use projects. Development should be designed to encourage walking and bicycle use, and should be sufficiently dense to support increased transit services along the corridors. FARs range from 0.2 to 1.0, although higher FARs may be permitted where upper story housing, off-site or structured parking, and/or pedestrian amenities are provided.

Industrial Categories

Light Industrial. Light industrial areas are characterized by wholesale activities, distribution facilities, research and development or e-commerce uses, business services, and manufacturing operations which produce minimal off-site impacts. The designation also includes campus-style industrial parks. Uses in areas with this designation should be capable of locating adjacent to residential areas without creating adverse effects. Allowances for retail stores within these areas is guided by General Plan policy. Floor area ratios may be as high as 1.0 on smaller parcels, but are generally in the range of 0.4 to 0.8.

General Industrial. General industrial areas are characterized by a wide range of manufacturing, transportation, warehousing, vehicle storage, and distribution uses. Such uses may be subject to performance standards to avoid adverse off-site effects. Allowances for retail stores and requirements for buffering where General Industry abuts residential areas are specified by General Plan policy. Floor area ratios may be as high as 1.0 on smaller parcels, but are generally in the range of 0.4 to 0.6.


Oakland
Lake Chabot
Lake Chabot Rd
MacArthur Blvd
Durant Av
Dutton Av
880
San Leandro Creek
Bigge St
Adams Av
San Leandro Blvd
Estudillo Av
Callan Av
Santa Rosa
Santa Maria Av
Juana Av
Dolores Av
Grand A
Clarke St
Sybil Av
Benedict Dr
Castro St
136th Av
Bancroft Av
E. 14th St
Davis St
Davis St
Doolittle Dr
Doolittle Dr
Williams St
Williams St
Marina Blvd
Merced St
Teagarden St
Alvarado St
Washington Av
143rd Av
MACARTHUR FWY
580
150th Av
Fairmont Av
NIMITZ FWY
Fremont Av
Halcyon Dr
Hesperian Blvd
Fairway Dr
Floresta Blvd
Neptune Dr
Wicks Blvd
Farallon Dr
Springlake Dr
Ashland
Manor Blvd
238
Fargo Av
Farnsworth St
Lewelling Blvd
San Lorenzo Creek
880
San Francisco Bay
San Lorenzo
Hayward
N
W
E
S
0
1000
2000
3000
4000
5000

LEGEND

Residential Categories

- ■ Garden Density
- ■ Low Density
- ■ Low-Medium Density
- ■ Medium Density
- ■ High Density

Commercial Categories

- ■ Neighborhood Commercial
- ■ General Commercial
- ■ Office
- ■ Downtown Mixed Use
- ■ Corridor Mixed Use

Industrial Categories

- ■ Light Industrial
- ■ General Industrial

Public/Open Space Categories

- ■ Public/Institutional
- ■ Parks and Recreation
- ■ Resource Conservation

Sites noted with two colored diagonal stripes may be developed with either use, subject

LAND USE MAP

FIGURE 3-2

San Leandro General Plan Update, 2002

Calculating Density and Intensity

A maximum development density or intensity has been identified for each of the categories shown on the Land Use Diagram. Residential densities are expressed in terms of the number of units allowed per gross acre (called "gross density") or net acre (called "net density"). Gross density includes the area given over to streets, easements, utilities, flood control ditches and other areas which are publicly owned or owned in common. It is most often used to describe density in a subdivision or in a residential neighborhood. Net density excludes public or commonly-owned areas and is typically used to calculate the number of units per acre on an individual parcel of land. In single family areas, net density limits may provide the basis for the minimum lot size or square footage of land per unit standards established by the zoning ordinance.

Residential density also may be expressed in terms of the number of people per acre. To calculate persons per acre, the number of units should be multiplied by 2.57, which is the average number of persons per household in San Leandro.

Floor area ratio (FAR) is a measurement of the amount of floor space that can be developed on a particular parcel of land. If a 10,000 square foot parcel has an FAR limit of 0.5, then the floor area on the parcel may not exceed 5,000 square feet. As defined here, floor area excludes unfinished basements, carports, structured parking, mechanical rooms, and other non-habitable spaces. FAR does not dictate the height or shape of a building, or its location on a site. These characteristics are usually defined through the zoning ordinance. FAR also does not address architectural features or materials; these aspects are usually covered by design guidelines.

The description of land use categories on Pages 37 through 42 indicate the net density and FAR associated with each land use category. Development which exceeds these levels may only be allowed where certain conditions (specified in the San Leandro Zoning Code) exist. For example, the City is required by State law to offer a 25 percent "density bonus" for projects with affordable housing or senior housing. Thus, if a qualifying housing project is proposed on a one-acre parcel with a High Density Residential designation, the "bonus" would allow 36 units instead of 29 units. Additional bonuses may be allowed for development adjacent to the BART station or for projects which provide significant public amenities such as parks or plazas.

Table 3-2 Correspondence Between Land Use Diagram Designations and Zoning Designations

Land Use Category	Corresponding Zoning Designations	Conditionally Compatible Zoning Designations
Garden Residential	RO	RS, PS
Low Density Residential	RS, RS-40, RS (VP)	RS (PD), RD, PS
Low-Medium Density Residential	RS (PD)	RD, RS, PS
Medium Density Residential	RD, RM-3500, RM-2500, RM-2000	RS (PD), RD, PS
High Density Residential	RM-1800	RM-2000, RM-2500, RM-3500, PS
Neighborhood Commercial	CN	CC, CR, P, PS
General Commercial	CC, CS, CR, CR-M	CN, P, PS
Office	P, PHD	CN, PS, CC, IP
Downtown Mixed Use	CD	RM-1800, RM-2000, RM-2500, CN, CC, P, PHD, PS
Corridor Mixed Use	NA-1, NA-2 (*)	RM-1800, RM-2000, RM-2500, RM-3000, CN, CC, P, PHD, PS
Light Industrial	IL, IP	IG, CC, CS, P, PS
General Industrial	IG, IL, IP	CC, CS, P, PS
Public/Semi-Public	PS	Depends on specific type of public use
Parks and Recreation	OS	PS, CR
Resource Conservation	OS	PS

Source: City of San Leandro, 2001

* *a new zoning designation may be developed to correspond to this Land Use Category.*

Public and Open Space Categories

Resource Conservation. This designation denotes land which is to remain undeveloped due to high environmental sensitivity, or land to be used primarily for passive recreation (such as walking trails). It also includes land within and immediately along the banks of San Leandro Creek. Development is generally not permitted in Resource Conservation areas; the land is to be managed to enhance and restore its natural features.

Parks and Recreation. This designation denotes land which is used for active recreational purposes, including neighborhood, community, and regional parks, golf courses, and the recreational amenities at the San Leandro Marina. Permitted uses include athletic fields and sports facilities, civic buildings with a primarily recreational or social function, and leisure-oriented uses such as picnic areas, boat slips, and tot lots. Coverage by structures should generally not exceed 10 percent of the area within any given park.

Public/Institutional. This designation is used to denote public schools, libraries, post offices, churches, and other public or institutional buildings, and also to denote major utility properties or facilities, including the BART Stations. Floor area ratios of up to 1.0 are permitted.

Related Issues

State law (Government Code Section 65302a) requires the Land Use Element of the General Plan to identify future solid and liquid waste disposal sites, the locations of educational facilities, areas subject to flooding, and the locations of mineral resources. No new solid or liquid waste disposal sites are planned in San Leandro at this time. Solid waste disposal issues are addressed in Chapter 5 and liquid waste disposal issues are addressed in Chapters 5, 6 and 8. The location of future educational facilities is addressed in Chapter 8. Areas prone to flooding are identified in Chapter 6. Mineral resources are addressed in Chapter 5.

RESIDENTIAL NEIGHBORHOODS

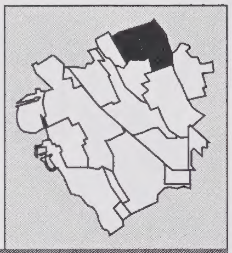
A. OVERVIEW

Residential uses comprise about half of San Leandro's land area. In 2001, the City's 4,400 acres of residential land contained over 31,000 dwelling units, housing almost 80,000 people. But living in San Leandro is much more than simply occupying a dwelling unit—it is the experience of being part of a neighborhood. It is getting to know the local shops and hangouts, the neighborhood schools and parks, and the people who live nearby. Neighborhoods are an important part of what creates a feeling of "community" in San Leandro. Dynamic homeowners associations have contributed to a strong sense of neighborhood identity in the City and have created an opportunity for residents to have a say in the City's future.

Although most San Leandro neighborhoods are not likely to change significantly during the next ten to fifteen years, they will not remain entirely static either. Additions and alterations will be made to homes; renovations will take place, and infill development will occur on vacant lots. Reinvestment in streets and public facilities will take place, and shopping areas will be updated. Neighborhoods may also be affected by demographic shifts and changes in technology. Policies in the General Plan, and ultimately regulations in the Zoning Code, strive to maintain a quality environment as these changes take place.

B. SAN LEANDRO'S NEIGHBORHOODS

The following section of the General Plan profiles San Leandro's major residential areas. The location of these areas is shown in Figure 3-3. Each of the ten areas described consists of multiple neighborhoods. The neighborhoods have been grouped for discussion purposes based on their location and physical boundaries.



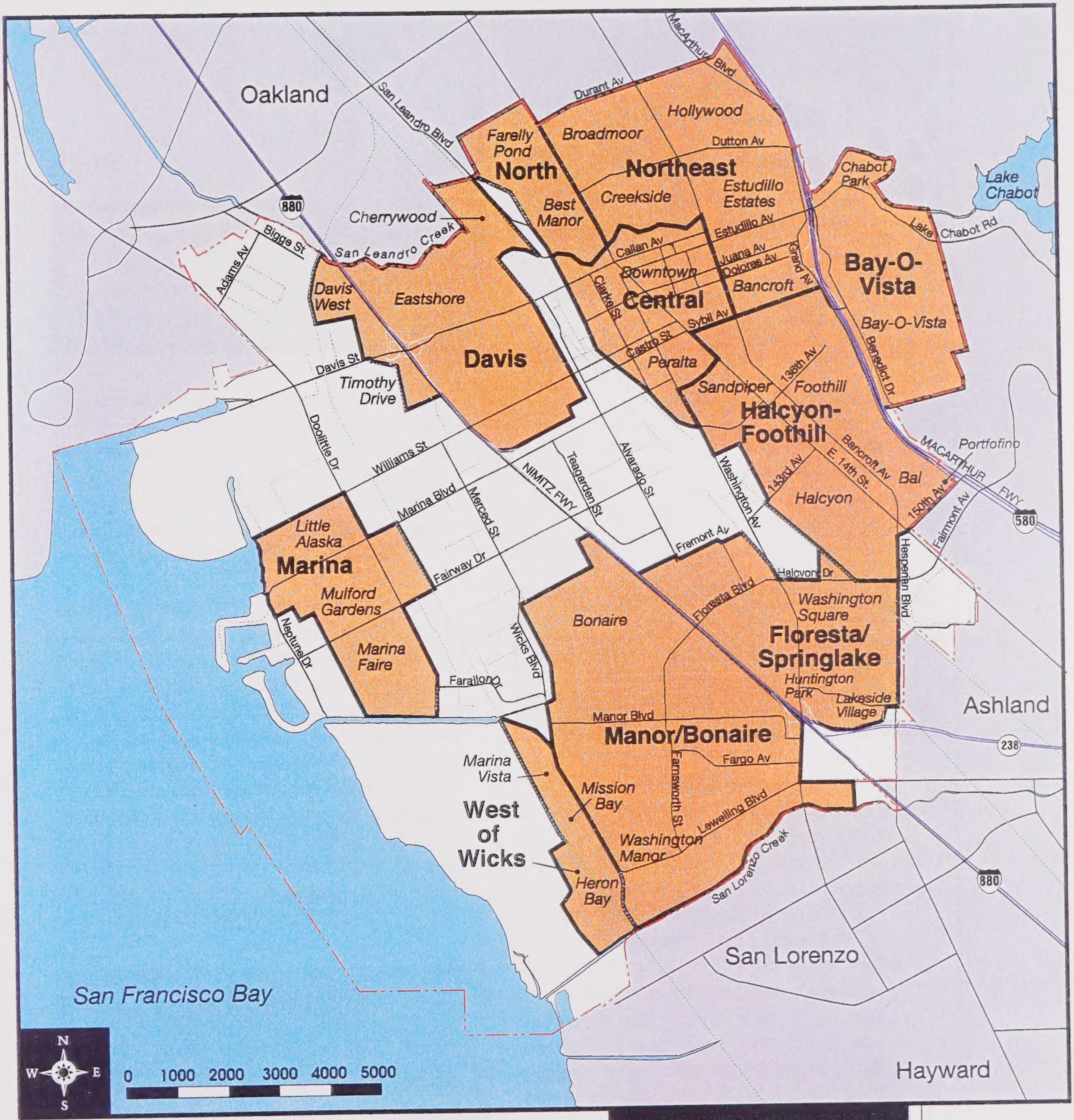
Northeast

Northeast San Leandro At A Glance	
1990 Population:	9,190
2000 Population:	9,950
2015 Projected Population:	10,530
Major Neighborhoods: Bancroft, Broadmoor, Hollywood, Creekside, Estudillo Estates	

This area encompasses the neighborhoods lying east and northeast of Downtown, extending between East 14th Street to I-580 and from Oakland on the north to Sybil Avenue on the south. More than anywhere else in San Leandro, homes in this area provide a living reminder of the architectural styles, building materials, scale, and street patterns that were typical in California between 1910 and 1940. The neighborhoods follow a traditional pattern of development with a grid of streets, abundant tree cover, curbside parking, and generous front and back yards. The area contains numerous Craftsman and Mediterranean-style homes, many with distinctive architectural features. Several commercial districts serve the neighborhood, including the MacArthur corridor and the Bancroft/Dutton shopping area. The area also contains concentrations of multi-family housing along Bancroft and close to East 14th Street.

The land use pattern in this area is well established and there are few opportunities for infill development. However, there is tremendous interest in remodeling, updating, and expanding older homes, creating the potential for changes in neighborhood character. Given the area's unique ambiance, it is important that alterations and additions are sympathetic to the prevailing scale and form of existing development. Demolition of older homes to make way for larger more modern homes is strongly discouraged.

The General Plan envisions opportunities for new mixed use development along East 14th Street and MacArthur Boulevard on the west and east edges of this area. Such development should provide additional neighborhood shopping and services, as well as new multi-family housing. Future projects on these corridors should be designed to respect the architectural styles of the nearby neighborhoods, so that the areas enhance and complement one another.


Oakland
San Leandro Blvd
Durant Av
MacArthur Blvd
Hollywood
Farelly Pond
Broadmoor
Dutton Av
North
Northeast
Estudillo Estates
Chabot Park
Lake Chabot
880
Cherrywood
Best Manor
Creekside
Estudillo Av
Lake Chabot Rd
Bigge St
San Leandro Creek
Callan Av
Juana Av
Dolores Av
Grand Av
Bay-O-Vista
Adams Av
Davis West
Eastshore
Downtown
Bancroft
Clarke St
Central
Sybil Av
Bay-O-Vista
Davis St
Davis
Castro St
Peralta
Benedict Dr
Timothy Drive
136th Av
Sandpiper
Foothill
Halcyon-Foothill
Doolittle Dr
Williams St
Alvarado St
Teagarden St
NIMITZ FWY
Washington Av
Bancroft Av
E. 14th St.
Bal
Portfofino
MACARTHUR FWY
143rd Av
Halcyon
150th Av
Fairmont Av
580
Marina Blvd
Merced St
Little Alaska
Marina
Fairway Dr
Fremont Av
Halcyon Dr
Hesperian Blvd
Mulford Gardens
Bonaire
Floresta Blvd
Washington Square
Floresta/ Springlake
Neptune Dr
Wicks Blvd
Marina Faire
Farallon Dr
Huntington Park
Lakeside Village
Ashland
Manor Blvd
Manor/Bonaire
238
Fargo Av
Marina Vista
Mission Bay
West of Wicks
Farnsworth St
Lewelling Blvd
Washington Manor
San Lorenzo Creek
880
Heron Bay
San Lorenzo
San Francisco Bay
Hayward
N
W
E
S
0
1000
2000
3000
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5000

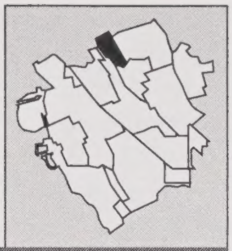
LEGEND

🟧 Residential Neighborhoods

RESIDENTIAL NEIGHBORHOODS

FIGURE 3-3

San Leandro General Plan Update, 2002

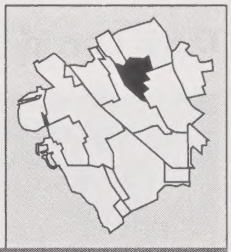


North

North Area At A Glance	
1990 Population:	2,740
2000 Population:	3,280
2015 Projected Population:	3,525
Major Neighborhoods: Best Manor, Farrelly Pond	

This area encompasses the neighborhoods lying between San Leandro Boulevard and East 14th Street from Downtown north to the Oakland border. Most of the homes are single-story stucco bungalows dating from the 1920s and 1930s. The area also contains a number of small 1930s-era apartment buildings and several blocks of duplexes.

As in the Northeast area, the key objective is to maintain and enhance neighborhood character. Care should be taken to ensure that additions and alterations respect the scale of existing development. Particular emphasis should be placed on revitalizing the commercial areas located on the western and eastern fringes of this neighborhood. On the west, a transition from light industrial to mixed use development is envisioned along San Leandro Boulevard and around Siempre Verde Park. On the east, the City will continue to implement the North Area Plan, which envisions pedestrian-scale mixed use development along East 14th Street.



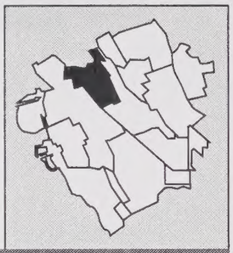
Central

Central Area At A Glance	
1990 Population:	5,010
2000 Population:	6,400
2015 Projected Population:	7,305
Major neighborhoods: Downtown, Peralta	

The Central area includes the residential areas surrounding Downtown San Leandro. Just a century ago, all of San Leandro was contained within this area. The area contains a diverse and eclectic mix of housing, including the City's largest concentration of pre-1910 homes. Unfortunately, much of the development that took place during the 1950s, 60s, and 70s was not sympathetic to the area's historic context. Thus, Central San Leandro is not really identified as a neighborhood per se, but rather a patchwork of older single family homes, newer apartment and condominium complexes, and commercial uses.

Opportunities for new residential development in this area are concentrated around the BART Station, along East 14th Street, and along Washington Avenue. Some of this development may consist of mixed use projects with ground floor retail or office uses and upper story housing. Redevelopment should provide opportunities to make the Central residential area more cohesive and distinct. As San

Leandro's most "urban" neighborhood, opportunities to enhance the streetscape, encourage pedestrian traffic, and create a variety of housing types should be pursued. At the same time, opportunities to enhance the area's historic ambiance and conserve its older housing stock should be encouraged. Infill housing should create an urban living environment while respecting and preserving historic resources.

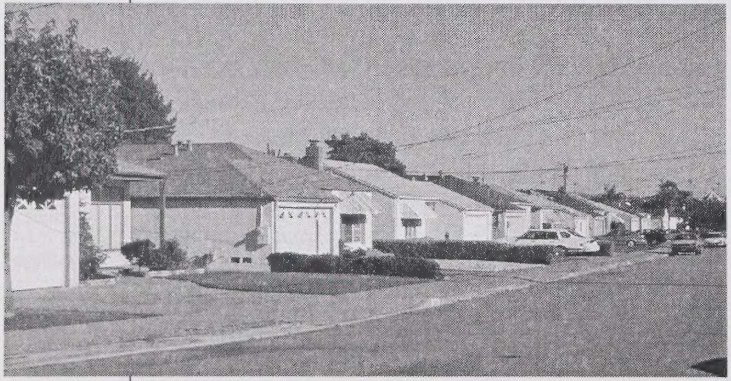


Davis Corridor

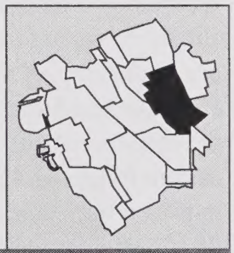
Davis Corridor At A Glance	
1990 Population:	8,670
2000 Population:	10,240
2015 Projected Population:	11,640
Major neighborhoods: Cherrywood, Davis West, Eastshore, Timothy Drive	

The Davis corridor includes the large residential subdivisions extending along both sides of Davis Street from Downtown San Leandro west about a mile to the West San Leandro industrial area. Most of this area was subdivided and developed with ranch-style tract homes during the 1940s and early 1950s. There are notable exceptions, including the "Kanaka Row" cottages along Orchard Avenue which date to the late 1800s and recently completed subdivisions such as Magnolia Lane and Camelia Court. The area also includes large apartment complexes such as the 238-unit Gateway complex, as well as smaller 1960s-era apartment blocks along Pacific Avenue.

Once the 354-home Cherrywood project is completed, there will be limited opportunities for additional housing in the Davis corridor. The largest remaining vacant site in the area—approximately 8 acres at the north end of Preda Street—has already been approved for 69 new single family homes. Only a handful of vacant lots remain within the neighborhoods.



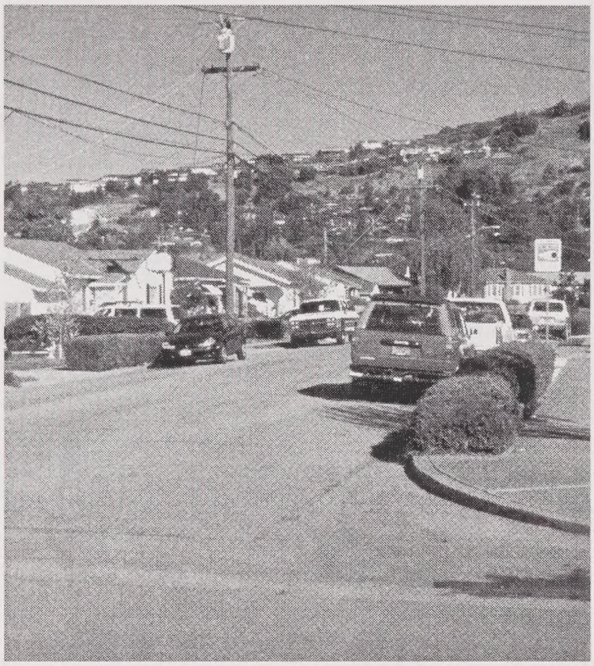
The Davis corridor would benefit from neighborhood enhancement programs, particularly gateway improvements and tree planting. As most of the development is now more than 50 years old, a continued effort to maintain and improve the housing stock should be made. On the western edge of the area, in the Davis West and Timothy Drive neighborhoods, continued efforts should be made to reduce the land use conflicts created by the proximity of these areas to nearby industry and shopping centers, as well as Oakland Airport's North Field. Additional opportunities for neighborhood-serving commercial uses, services, parks, and other amenities should be pursued in this area.



Halcyon-Foothill

Halcyon-Foothill At A Glance	
1990 Population:	10,650
2000 Population:	12,060
2015 Projected Population:	13,340
Major neighborhoods: Bal, Foothill, Halcyon, Portofino, Sandpiper	

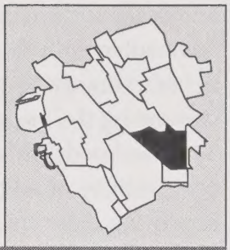
Halcyon-Foothill is one of the largest and most diverse residential areas in San Leandro, extending almost three miles south and southeast from Downtown to the Bayfair area. Most of the area is characterized by residential subdivisions developed in the late 1940s and early 1950s; however, the area includes older homes developed when the area was still unincorporated along with newer subdivisions from the 1970s and 80s. The housing stock is also diverse. Although the area contains thousands of post-war ranch homes, it also contains Victorian-era



cottages, art deco homes, trailer parks, and some of San Leandro's largest apartment, townhome, and condominium complexes.

As in the Davis Street neighborhoods, the emphasis in Halcyon-Foothill will be neighborhood beautification, conservation and improvement. A continued effort should be made to buffer homes from nearby industrial and commercial uses and to ensure compatible infill development. Particular emphasis will be placed on enhancing East 14th Street as the area's commercial and mixed use center (see Page 3-78). A stronger sense of neighborhood identity can also be created in this part of San Leandro by capitalizing on the area's schools as community open spaces. The area includes San Leandro High School and Jefferson School, as well as Toyon Park and Halcyon Park.

Floresta/Springlake

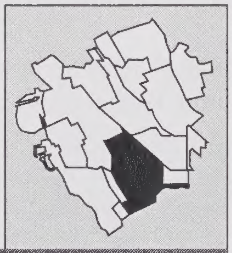


Floresta/Springlake At A Glance	
1990 Population:	7,690
2000 Population:	8,700
2015 Projected Population:	9,095
Major neighborhoods: Floresta, Floresta Gardens, Huntington Park, Lakeside Village, Washington Square	

The Floresta/Springlake neighborhoods extend east from I-880 to Hesperian Boulevard in the southern part of San Leandro. Like Halcyon-Foothill, this is a large area consisting mostly of 1950s-era ranch-style housing tracts but also including multi-family developments and newer subdivisions. The area includes San Leandro's largest apartment complex—the 840-unit Lakeside Village—as well as Floresta Gardens Townhomes, Washington Commons Townhomes, Eden Lodge, and several smaller multi-family complexes. Washington Avenue is the neighborhood's major commercial corridor, with a cluster of shopping centers at Washington and Floresta Boulevard. The only sizeable open space in the neighborhood is Floresta Park, which adjoins Monroe Elementary School.

Opportunities for new residential development in the Floresta/Springlake area are limited to a handful of properties along Halcyon Drive, Hesperian Boulevard, and Washington Avenue. The density and scale of development here should be compatible with the adjacent single family neighborhoods. Elsewhere, the major objectives are conserving the housing stock, maintaining neighborhood aesthetic standards, ensuring the compatibility of additions and remodels, and improving edge conditions where residential uses abut industrial or commercial uses. Aesthetic improvements to the Washington Avenue commercial strip, such as undergrounding of utilities, street tree planting, and upgrading of the shopping centers at Floresta and Washington, should be pursued.

Washington Manor/ Bonaire

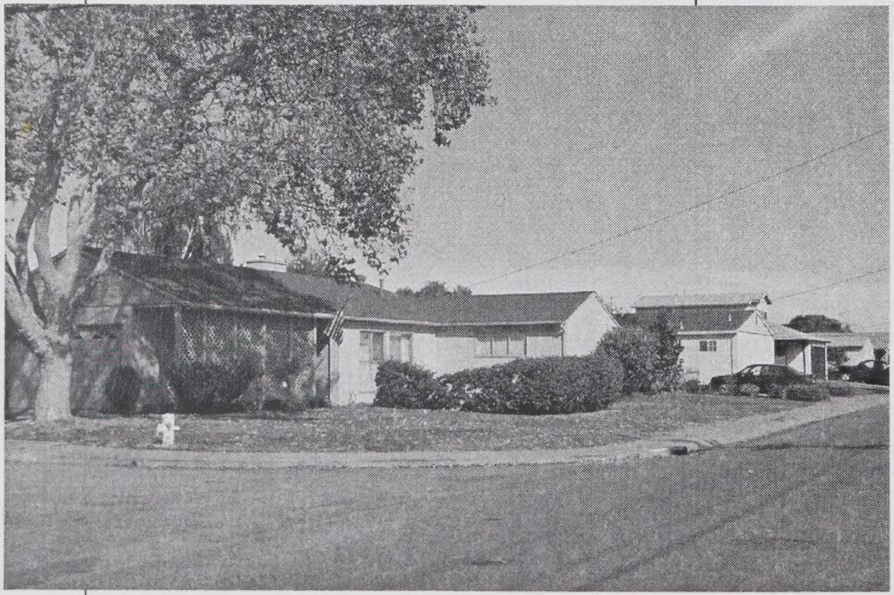


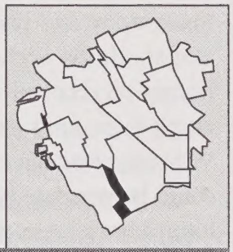
Washington Manor/Bonaire At A Glance	
1990 Population:	15,220
2000 Population:	16,620
2015 Projected Population:	16,980
Major neighborhoods: Bonaire, Washington Manor	

Washington Manor ("the Manor") and Bonaire are well-established neighborhoods in southwest San Leandro. Both neighborhoods exemplify the type of development that took place across the United States in the decade following World War II, with thousands of similarly designed homes on a curving grid of streets. At the time it was built, Washington Manor was one of the largest housing tracts in the Bay Area. Three generations of homeowners have made extensive changes to the housing stock, and today the Manor and adjacent Bonaire have evolved into a mature community of comfortable ranch-style homes. Densities average about five units per acre and multi-family housing is generally limited to the southeastern edge of the neighborhood.

Today, about one in every six San Leandro residents lives in this area. There is a strong sense of neighborhood identity and pride, created in part by active homeowners associations but also by clear neighborhood boundaries and centrally located services. Manor-Bonaire includes a number of neighborhood shopping centers, several school campuses, a large community park and a number of smaller neighborhood parks. These features, coupled with well-defined edges like San Lorenzo Creek and the Nimitz Freeway, effectively make the Manor-Bonaire area a self-contained community within San Leandro.

The Manor and Bonaire neighborhoods are essentially built out. No significant land use changes are anticipated during the next 15 years. The emphasis will be on maintaining and enhancing homes and yards, enforcing codes and addressing nuisance complaints, beautifying the neighborhoods, and revitalizing local commercial areas. Although residential alterations and additions are encouraged, care should be taken to respect the spacious, low-density character of the neighborhoods. Expanded efforts should be made to update the commercial centers at Manor and Farnsworth, Manor and Zelma, and Lewelling and Wicks. The Manor Shopping Center (at Manor and Farnsworth) in particular, has the potential to be a more vibrant neighborhood center and community focal point.

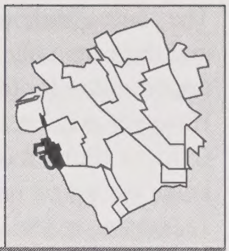




West of Wicks

West of Wicks At A Glance	
1990 Population:	600
2000 Population:	3,170
2015 Projected Population:	3,235
Major neighborhoods: Heron Bay, Marina Vista, Mission Bay	

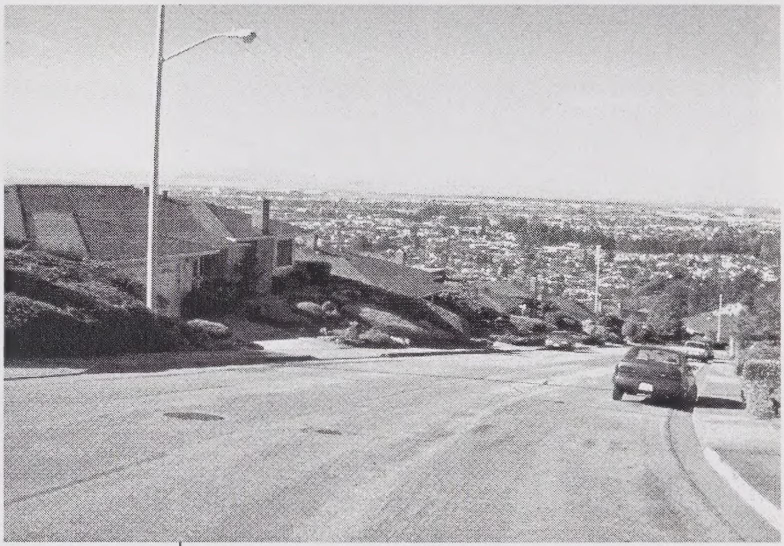
This area contains three separate but adjoining residential developments located on the west side of Wicks Boulevard in the southwest corner of San Leandro. Two of these developments—Marina Vista and Heron Bay—have been built during the last five years, adding about 850 residences to the City. The third—Mission Bay—is a 40-acre master-planned mobile home community. This area is the gateway to the San Leandro Shoreline Marshlands. No land use changes are anticipated during the coming years. Ongoing code enforcement and compliance programs will ensure that these neighborhoods remain attractive places to live.



Marina

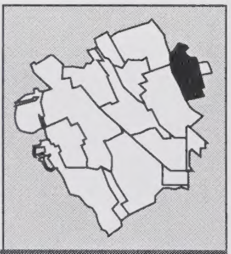
Marina At A Glance	
1990 Population:	6,160
2000 Population:	6,690
2015 Projected Population:	6,850
Major neighborhoods: Little Alaska, Marina Faire, Mulford Gardens, Seagate	

The Marina area encompasses the neighborhoods at the west end of Marina Boulevard, including Mulford Gardens, Marina Faire, Little Alaska, and the Seagate and Marina Gardens condominium developments. Although each of these neighborhoods is separate and distinct, they form a well-defined community with shared concerns and issues. Mulford Gardens was originally laid out in the 1920s as a rural subdivision in unincorporated Alameda County. Although it was annexed to San Leandro in 1957, the 160-acre neighborhood still retains a semi-rural quality. Its dense tree canopy, large lots, remnant farms, and eclectic mix of old and new homes set it apart from other San Leandro neighborhoods. Little Alaska was developed around 1950 and is so named for the Alaskan cities that are the namesake of its streets. Marina Faire includes about 475 homes developed in the early 1960s. The Seagate and Marina Gardens complexes are more recent.



The Marina/Mulford area is built out and there are only a few opportunities for infill housing. However, current zoning in Mulford Gardens allows more than one home per lot on parcels exceeding 12,000 square feet, creating the potential for additional dwellings on many of the lots. The Marina/Mulford area is also sensitive to the impacts of development on its perimeter, particularly at the San Leandro Marina and in the West San Leandro industrial district. The area has historically been impacted by nearby industry and experiences considerable through-traffic to and from the Marina itself. Future commercial and industrial development decisions must address the potential for increased auto and truck traffic, noise, and other adverse effects within the Marina/Mulford neighborhoods.

As in other San Leandro neighborhoods, the City's focus in Marina/Mulford during the coming years will be housing conservation, enforcement of community standards, neighborhood gateway and streetscape improvements, and improved buffering to nearby industrial uses. Ongoing efforts will address airport noise and truck traffic issues, revitalization of the Marina Faire Shopping Center, and implementation of the West San Leandro Plan (see P. 122).



Bay-O-Vista

Bay-O-Vista At A Glance	
1990 Population:	2,270
2000 Population:	2,330
2015 Projected Population:	2,455
Major neighborhoods: Bay-O-Vista, Chabot Park	

Bay-O-Vista encompasses the portion of San Leandro located east of I-580. It is unique among San Leandro neighborhoods because of its hilly topography and panoramic views. The neighborhood is characterized by single-story ranch homes on relatively large lots. Densities average about three units per acre. A majority of the Bay-O-Vista area was developed during the 1960s, although some homes date back to the 1940s. Many of the homes have been designed to maximize westerly views toward San Francisco Bay.

Although most of Bay-O-Vista is built out, there are a few parcels that are vacant or large enough to be subdivided. Most of these parcels are quite steep and several have access constraints. Any future development on these sites must mitigate the potential for erosion and landsliding, both on-site and on adjacent properties. Recent zoning changes for this area strongly discourage tall or bulky homes and require development to respect the area's characteristically low rooflines. Similarly, additions to existing homes in Bay-O-Vista are required to minimize the disruption of views and maintain the overall low profile of housing in the area.

C. PLANNING ISSUES

The following section of the Residential Neighborhoods Sub-Element profiles the major neighborhood planning issues in San Leandro. This section is followed by goals, policies, and actions which correspond to each issue. The focus of this Sub-Element is neighborhood conservation and improvement. A separate part of the General Plan (the Housing Element) focuses on housing affordability. The two chapters complement and support one another, presenting a consistent strategy for meeting future housing needs and enhancing the quality of life in the City.

Community Standards

Residents have always taken pride in the fact that San Leandro neighborhoods are well maintained and cared for. The City has set high standards for the appearance of housing, yards, streets, and public properties. Given the size of the City, however, instances of neglected yards, unpermitted construction, code violations, and non-sanctioned activities inevitably occur. The City has developed effective programs to respond to these cases and promote neighborhood preservation.

The City maintains a number of Ordinances, such as the Community Preservation Ordinance and the Weed Abatement Ordinance, which ensure that neighborhoods are maintained in excellent physical condition. The Community Preservation Ordinance is administered by the San Leandro Police Department, with assistance from other City departments. Various sections of the Zoning Code and Municipal Code regulate activities in residential areas, such as home businesses, garage sales, in-house day care, and home auto repair. The Municipal Code also addresses the storage of campers and boats, the location of parked vehicles, graffiti, fence height, and other attributes which can potentially affect neighborhood aesthetics. Covenants, conditions, and restrictions (CC&Rs) within individual developments may set additional requirements to uphold community standards. CC&Rs are generally enforced by homeowners associations.

A key issue related to community standards concerns the effects of business and industrial uses on residential neighborhoods. Although homes and businesses may be compatible in some settings, some of the City's neighborhoods abut manufacturing facilities generating a large amount of truck traffic and noise. The issue of compatibility between residential and non-residential uses is addressed in the Business and Industry Sub-Element of this Chapter. Policies and actions under Goal 10 provide guidance to reduce land use conflicts.

Neighborhood Character

Some San Leandro neighborhoods have clear boundaries, consistent architectural styles, centrally located parks or shopping centers, and other characteristics that distinguish them from nearby areas. The strong sense of neighborhood identity in these areas has many benefits, from pride of ownership to a commitment to work together during times of crisis.

Other San Leandro neighborhoods may be less well organized. Perhaps they lack a homeowners association or a strong sense of where the neighborhood begins and ends. Perhaps their neighborhood lacks a clear center or gathering place. In some cases, a large number of residents may be new and do not yet feel they are a part of the community. San Leandro is committed to fostering a stronger sense of community in these areas, both through changes to the physical environment and by providing residents with opportunities to become organized and involved at the neighborhood level.

Building more cohesive neighborhoods also means ensuring that infill development is compatible with its surroundings. The first step toward achieving this objective is to have a General Plan Land Use Map (and a Zoning Map) which maintains the density and land use pattern in established residential areas. Although this General Plan encourages higher densities in some parts of the City, higher density housing should not be sited within predominantly single family neighborhoods. Where higher densities are permitted, care should be taken to ensure high quality design, smooth transitions to any lower density housing that may be nearby, and a commitment to ongoing property maintenance.

Throughout San Leandro, a concerted effort will be made to protect residential privacy and views, conserve significant architectural qualities, and ensure that new development contributes positively to the overall character of the neighborhood. New structures should be sited to conserve natural features, protect creeks and vegetation, and maintain the predominantly low profile of the built environment. The increased emphasis on residential design may mean that some homeowners will need to invest additional time and effort before altering or adding on to their homes. The end result will be a more attractive, coherent community—enhancing property values for all residents and protecting the sizeable investment that many residents have made in their properties.

New Housing Opportunities

San Leandro is committed to creating new housing opportunities for current and future residents. New housing will be needed to balance the projected increase in job growth and to respond to changing community needs. The policies and actions in Goal 3 reflect a commitment to promote a spectrum of housing types, from executive homes to affordable units and housing for "special needs" groups such as seniors and the disabled. This commitment is echoed in the Housing Element.

Mitigation of Public Facility Impacts

Development impact fees for schools, roads, parks, infrastructure, and other services are collected when new projects are approved, so that existing residents are not burdened with these costs. However, the City's ability to fully recover such costs is limited by state and federal law. School impact fees are capped by the State, and other fees must be based on in-depth fiscal studies. Before levying development fees or requiring specific improvements, the City must demonstrate that there is a "nexus" between the project and the need for expanded services.

The City will promote creative solutions to minimize the impacts of new housing development on existing San Leandro residents in the future. One effective strategy is to maintain a favorable balance of residential and non-residential growth. By encouraging economic growth as well as housing, particularly projects which generates sales tax and other local revenue, the City can place itself in a better position to maintain or improve the services it provides to residents.

Citizen Participation

Most San Leandro residents live within the boundaries of an active homeowners association (HOA). The City's HOAs represent areas as small as individual condominium complexes and areas as large as greater Washington Manor, with some 5,700 households. The HOAs have a long history of active participation in neighborhood improvement and public safety. Goal 5 expresses the City's desire to continue to work with the HOAs to address land use and development issues. It also expresses a commitment to work with all San Leandro residents, be they active HOA members or not. The key is to create as many avenues as possible for residents and other stakeholders to become involved.

D. GOALS, POLICIES, AND ACTIONS

Goal: 1 Community Standards

Maintain stable, safe, and attractive neighborhoods through City and homeowners association cooperation.

	POLICIES AND ACTIONS	IMPLEMENTATION STRATEGIES
1.01	**HOUSING MAINTENANCE** Support the on-going conservation, maintenance and upgrading of the City's housing inventory.	• Housing Programs
1.02	**CODE ENFORCEMENT** Maintain aggressive code enforcement and nuisance abatement programs to ensure that San Leandro's neighborhoods remain attractive and free of public nuisances. ***Action 1.02-A: Unpermitted Construction*** *Explore a variety of regulatory tools and programs to reduce the incidence of illegal construction and ensure that such construction is either removed or retroactively permitted and brought up to code when it is discovered.* ***Action 1.02-B: Community Preservation Ordinance Revisions*** *Consider revisions to the City's Community Preservation Ordinance to further reduce the potential for violations and to expedite code enforcement procedures. These revisions could include higher or accelerated penalties for repeat offenders. Explore the pro-active enforcement of community standards by Staff in addition to the current complaint-based enforcement system.* ***Action 1.02-C: Mobile Home Park Improvements*** *Pursue a variety of strategies and programs to upgrade the appearance of mobile home parks without displacing owners and tenants.*	• Code Enforcement • Community Preservation Ordinance
1.03	**COLLABORATION WITH HOMEOWNERS ASSOCIATIONS** Work closely and collaboratively with homeowners associations and other community groups to address nuisances, eliminate blight, and ensure that community aesthetic standards are maintained.	• City Operating Procedures • Public Education and Outreach

Action 1.03-A: Community Compliance Brochures
Develop brochures and other public information material on the City of San Leandro Community Compliance Program and nuisance regulations. Work with homeowners associations, realtors, and other groups to distribute these materials to new residents and businesses.

1.04 FRONT YARDS

Encourage the attractive treatment of front yards and other areas in residential neighborhoods that are visible from the street. Establish limits on the paving of front yard areas.

- Zoning Code
- Municipal Code and Ordinances

Action 1.04-A: Front Yard Landscaping Standards
Consider Zoning Code revisions that establish minimum standards for front yard landscaping and limits on impervious surface coverage on single family residential lots.

Action 1.04-B: Boat and RV Storage and Screening Requirements
Consider an ordinance prohibiting the storage of boats and recreational vehicles (RVs) within front yard driveways and requiring adequate screening where boats and RVs are stored in side yards. Concurrently with this action, encourage the development of local businesses providing storage facilities for boats, RVs, and other large personal effects to provide storage alternatives for area residents.

Action 1.04-C: Maintenance of Rental Properties
Pursue ordinance revisions and new programs to ensure that landlords are held accountable for the appearance and maintenance of rental properties, including both yard areas and structures.

1.05 HOME OCCUPATIONS

Restrict home occupations in residential neighborhoods to those that have no perceptible impacts on the neighborhood.

- Development Review
- Zoning Code

1.06 DAY CARE CENTERS IN NEIGHBORHOODS

To the extent permitted by State law, maintain regulations for large-family day care facilities (as defined by the State) and child care centers which ensure that impacts on residential neighborhoods are minimized.

- Zoning Code

1.07 FENCES

Require that any fencing in residential neighborhoods meets high aesthetic and safety standards. Residential fencing should not obstruct vehicle sight lines, should be compatible with the architectural design of nearby structures and should make a positive contribution to the character of the neighborhood.

- Design Guidelines
- Design Review
- Municipal Code and Ordinances

Action 1.07-A: Fence Guidelines
Establish design guidelines for fences and incorporate these guidelines into the review process for fence applications. The guidelines should maintain the three-foot height limit on front yard fences.

Action 1.07-B: Chain Link Fencing Ordinance
Develop an ordinance to prohibit new chain link fences in the street-facing yards of single family homes. The ordinance should include provisions to phase out existing street-facing chain link fences, possibly by requiring such fences to be removed or replaced when homes change ownership.

Action 1.07-C: Through-Lot Fence Improvements
Undertake a program to improve the appearance of rear yard fences on through-lots fronting major thoroughfares by making them consistent in design, materials, and overall appearance.

1.08 MULTI-FAMILY HOUSING UPKEEP

Maintain and enforce high standards of maintenance and property upkeep after multi-family housing projects are completed and occupied.

- City Operating Procedures
- Code Enforcement

Action 1.08-A: Enforcement of Approval Conditions
Establish a program to periodically inspect new developments after construction to ensure that conditions of approval are being met. Establish appropriate fines, penalties, and corrective measures in the event conditions are not being met.

1.09 GRAFFITI AND WEED ABATEMENT

Maintain graffiti removal and weed abatement programs throughout the City and respond promptly and effectively to resident complaints.

- Annual Budget
- Municipal Code and Ordinances

1.10 SECOND UNITS

Allow second units in appropriate residential zones, subject to conditional use permit requirements which ensure that parking, design, and other neighborhood impacts are fully addressed and that other criteria and standards established by the City are met.

- Design Guidelines
- Zoning Code

Action 1.10-A: Second Unit Design Standards

Develop design standards for second units which ensure that the units are architecturally compatible with the primary residence.

1.11 ENCROACHMENT OF INCOMPATIBLE USES

Protect residential neighborhoods from the encroachment of incompatible non-residential uses and disruptive traffic, to the extent possible. Zoning and design review should ensure that compatibility issues are fully addressed when non-residential development is proposed near or within residential areas.

- Development Review
- Zoning Code

1.12 MIXED SINGLE FAMILY RESIDENTIAL/ INDUSTRIAL AREAS

Prohibit new projects which perpetuate a "hodge-podge" appearance of mixed single family homes and industrial uses on adjacent small lots. Encourage redevelopment projects which phase out this development pattern where it now exists.

- Development Review
- Redevelopment Project Funding
- Zoning Code

Action 1.12-A: Non-Conforming Use Amendment

Amend the City's non-conforming use regulations to eliminate provisions allowing the rebuilding of existing residences in industrial districts in the event the structures are destroyed or substantially damaged.

Goal: 2 Neighborhood Character

Preserve and enhance the distinct identities of San Leandro neighborhoods.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
2.01	**NEIGHBORHOOD CENTERS** Encourage the improvement of small, neighborhood-serving shopping areas as pedestrian-oriented centers with a mix of stores providing goods and services to the surrounding residential neighborhoods. ***Action 2.01-A: Commercial Rehabilitation Program*** *Continue the City's Commercial Rehabilitation Program, which promotes paint, awning, façade, and other improvements at local neighborhood centers. This program should enhance the appearance of neighborhood commercial districts and emphasize their function as local gathering places. Explore other improvements to make neighborhood shopping centers more pedestrian-friendly.*	• Business Development Programs • Redevelopment Project Funding
2.02	**NEIGHBORHOOD SCHOOLS AND PARKS** Recognize local schools and parks as key aspects of what makes a neighborhood desirable and unique. Promote activities at schools and parks that build community pride and create a sense of neighborhood ownership.	• City Operating Procedures • Intergovernmental Coordination
2.03	**PEDESTRIAN AND BICYCLE IMPROVEMENTS** Promote improvements that make San Leandro neighborhoods more friendly to pedestrians and bicyclists, such as bike lanes, street trees, and crosswalks.	• Capital Improvement Program • Engineering Development Standards
2.04	**PRESERVATION OF LOW-DENSITY CHARACTER** Preserve the low-density character of San Leandro's predominantly single family neighborhoods. Concentrate new multi-family development in the areas near the BART Stations and along major transit corridors such as East 14th Street. Ensure that such development enhances rather than detracts from the character of surrounding neighborhoods.	• Development Review • Zoning Code
2.05	**ALTERATIONS, ADDITIONS, AND INFILL** Ensure that alterations, additions and infill development are compatible with existing homes and maintain aesthetically pleasing neighborhoods.	• Design Guidelines • Development Review

POLICIES AND ACTIONS *(Neighborhood Character continued)* **IMPLEMENTATION STRATEGIES**

2.06 DENSITY TRANSITIONS

Avoid abrupt transitions from high density to low density housing. Where high-density development occurs, encourage such projects to step down in height and mass as they approach nearby lower density areas.

- Design Guidelines
- Development Review
- Zoning Code

2.07 TEARDOWNS

Discourage "teardowns" (the replacement of smaller dwellings with larger and more expensive homes) where the existing home is in good physical condition and the proposed home would be substantially larger than the prevailing scale of the neighborhood.

- Design Guidelines
- Design Review
- Zoning Code

2.08 PRIVACY AND VIEWS

Encourage residential alterations, additions, and new homes to be designed in a manner that respects the privacy of nearby homes and preserves access to sunlight and views. Wherever feasible, new or altered structures should avoid the disruption of panoramic or scenic views.

- Design Guidelines
- Design Review
- Zoning Code

2.09 OFF-STREET PARKING

Ensure that adequate off-street parking is provided for new residential uses. Parking should be conveniently located but its visual prominence should be minimized.

- Design Guidelines
- Development Review
- Zoning Code

2.10 GATED COMMUNITIES

Unless overriding public safety considerations exist, discourage the development of "gated" communities or the gating of already developed neighborhoods or subdivisions.

- Engineering Development Standards
- Subdivision Ordinance

2.11 EMERGENCY ACCESS

Ensure that all new development is designed for adequate access by emergency vehicles.

- Building Code
- Fire Code

2.12 USEABLE OPEN SPACE PROVISIONS

Require useable open spaces for community use in large new residential developments. Wherever feasible, such spaces should contain play equipment, children's activity areas, and other amenities that draw people outdoors, create street life, and instill a sense of community.

- Development Review
- Zoning Code

2.13 **HARMONY WITH NATURE**

Require new development to be harmonious with its natural setting and to preserve natural features such as creeks, large trees, ridgelines, and rock outcroppings.

- CEQA
- Development Review

2.14 **CONSTRAINED SITES**

Focus new housing development on underutilized or infill sites on the city's flatter lands, rather than on previously undeveloped sites in the hills. Development on sites with significant geologic, hydrologic, or land stability constraints should be strongly discouraged.

- Development Review
- Zoning Code

(Please consult the Historic Preservation and Community Design Element for additional policies and actions on residential design.)

Goal: 3 New Housing Opportunities

Provide housing opportunities and improve economic access to housing for all segments of the community.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
3.01	**MIX OF UNIT TYPES** Encourage a mix of residential development types in the City, including single family homes on a variety of lot sizes, as well as townhomes, row houses, live-work units, planned unit developments, and multi-family housing.	• Development Review • Zoning Code
3.02	**MIX OF PRICE RANGES** Encourage a mix of price ranges to provide housing choices for San Leandro residents of all incomes and ages. Opportunities to include affordable units and market rate units within the same development projects should be pursued.	• Development Review • Housing Programs • Public/Private Partnerships
3.03	**AFFORDABLE HOUSING DESIGN** Design new affordable housing to blend in with the existing fabric of the community. Affordable housing should be located in a variety of neighborhoods rather than concentrated in one particular part of the City.	• Design Guidelines • Development Review
3.04	**PROMOTION OF INFILL** Encourage infill development on vacant or underused sites within residential areas.	• Development Review • Zoning Code
3.05	**MIXED USE ON TRANSIT CORRIDORS** Encourage mixed use projects containing ground floor retail and upper floor residential uses along major transit corridors. Such development should be pedestrian-oriented, respect the scale and character of the surrounding neighborhood, and incorporate architectural themes that enhance the identity of adjacent commercial districts.	• Design Guidelines • Redevelopment Project Funding • Specific Plans • Zoning Code
3.06	**HOUSING BY NON-PROFIT DEVELOPERS** Promote the participation of non-profit housing organizations in the construction of new affordable housing in San Leandro, with particular emphasis on housing for seniors and working families.	• Housing Programs • Public/Private Partnerships

Action 3.06-A: Rental Housing Production

Pursue funds through a variety of government programs to assist in the creation of new affordable rental units.

3.07 AMENITIES AND SOCIAL SERVICES WITHIN NEW HOUSING

Encourage new affordable housing development to provide amenities for future residents, such as on-site recreational facilities and community meeting space. Where feasible, consider the integration of social services such as child care within such projects.

- Housing Programs
- Public/Private Partnerships

3.08 LIVE-WORK DEVELOPMENT

Provide opportunities for "live-work" development as a buffer land use between residential and non-residential areas, and to provide a housing resource for artists, craftspersons, and persons working from home. The design of live-work projects should be sensitive to the surrounding areas.

- Development Review
- Municipal Code and Ordinances
- Zoning Code

Action 3.08-A: Live-Work Ordinance

Develop an ordinance addressing "live-work" and "work-live" development in the City.

Action 3.08-B: Inventory of Potential Live-Work Buildings

Prepare an inventory of buildings which might be suitable for conversion to live-work uses, mixed use projects, or community facilities.

3.09 EXECUTIVE HOUSING

Encourage the provision of a significant amount of executive housing as part of an effort to maintain and diversify the City's economic base.

Implementation Strategies:

- Development Review

3.10 CONVERSION OF NON-RESIDENTIAL LAND TO HOUSING AND PUBLIC USES

Encourage the development of new housing on underutilized commercial and industrial sites which meet the following criteria:

- Sites on the edges of commercial or industrial areas, adjacent to established residential areas.
- Sites where continued use with commercial or industrial activities could perpetuate existing land use conflicts.
- Sites with adequate infrastructure, access, and road capacity.
- Sites which are not constrained by external environmental factors, including freeway, railroad, and airport noise.
- Sites where conflicts with surrounding uses would not be created in the event of re-use.
- Sites which lack "prime" qualities for commercial or industrial development, such as direct freeway or rail access.
- Publicly-owned land which is not being used to its fullest potential.

Sites meeting the above criteria should also be considered for churches, libraries, parks, community facilities, and other uses that provide necessary services and advance the quality of life in the community.

Action 3.10-A: Inventory of Vacant and Underused Sites

Periodically inventory vacant and underused sites to determine which are most feasible for conversion to new uses, including schools and parks.

Implementation Strategies:

- Development Review
- Redevelopment Project Funding
- Specific Plans
- Zoning Code

Goal: 4 Mitigation of Public Facility Impacts

Ensure that new residential development contributes its appropriate share toward the provision of adequate schools, parks, and other public facilities.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
4.01	**CONCURRENT PROVISION OF SERVICES** To the extent permitted by law, allow new residential development to occur only when the public facilities needed to serve that development are available or will be provided concurrently with the development. ***Action 4.01-A: Development Review*** *Review all development proposals to assess their impacts on the demand for City services and public facilities. Identify mitigation measures as appropriate.*	• CEQA • Development Review
4.02	**FAIR SHARE CONTRIBUTIONS** Require new residential development to pay its fair share of the cost of capital improvements needed to serve that development. ***Action 4.02-A: Impact Fee Revisions*** *Review the City's impact fees on an annual basis and revise them as needed in response to changing costs.*	• Development Review • Impact/In-Lieu Fees
4.03	**PUBLIC FACILITY DEVELOPMENT** Promote collaborative, creative solutions between the public and private sectors to develop additional schools, parks, and other public facilities in the City. ***Action 4.03-A: School Mitigation Incentives*** *Explore the use of incentives and other programs encouraging developers to mitigate school impacts at a level beyond the maximum fees that may be imposed under State law.*	• Intergovernmental Coordination • Public/Private Partnerships

4.04	**PARK AND SCHOOL SITE ACQUISITION** Ensure that the feasibility of acquiring vacant or underutilized sites for park or school development is considered before approving housing development on those sites.	• City Operating Procedures • Development Review
4.05	**INFRASTRUCTURE FINANCING** Allow for flexibility in the financing of infrastructure improvements within new development, including the creation of special assessment districts (Mello-Roos districts) for new projects.	• Development Review

Goal: 5 Citizen Participation

Provide for active, timely citizen participation in all stages of housing-related programs.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

5.01 COORDINATION AND OUTREACH

Coordinate housing plans and programs with organizations that are broadly representative of people in the community, including homeowners, renters, businesses and institutions. Collaborative, productive relationships should be promoted between City staff, elected and appointed officials, and local homeowners associations.

- City Operating Procedures
- Development Review

Action 5.01-A: HOA Notification

Continue the practice of sending Board of Zoning Adjustments and Planning Commission agendas and other information concerning development applications to homeowners associations and interested individuals.

Action 5.01-B: Formation of New HOAs

Promote the formation of homeowners associations in neighborhoods that presently lack such groups.

5.02 STEWARDSHIP PROJECTS

Encourage community organizations to assist in implementing General Plan policies on housing and residential neighborhoods, including neighborhood beautification and improvement projects.

- City Operating Procedures
- Program Development

5.03 INDIVIDUAL PARTICIPATION

Encourage the participation of individuals as well as organizations in the planning process, since organizations may not always reflect individual needs and opinions.

- City Operating Procedures
- Development Review

Action 5.03-A: Posting and Advertising Requirements

Maintain posting and advertising requirements for proposed development which ensure that a high level of notification is provided to surrounding residents prior to consideration of development applications by the Zoning Enforcement Official, the Board of Zoning Adjustments, the Site Development Subcommission, the Planning Commission, or the City Council.

5.04 COOPERATION WITH DEVELOPERS

Work closely with developers and business interests to provide a constructive, cooperative attitude toward meeting the City's housing needs. Require developers to initiate early and frequent communication with affected neighborhood residents, local school boards, and homeowners associations.

- Development Review
- Public/Private Partnerships

Action 5.04-A: Consultation with HOAs and Neighborhood Groups

Establish standard operating procedures which involve homeowners associations and other neighborhood groups at the earliest point feasible in the development review process. Consider the legal means to require developers of projects above a certain size threshold to meet with homeowners associations or other neighborhood groups as a condition of Planning Commission approval.

BUSINESS AND INDUSTRY

A. OVERVIEW

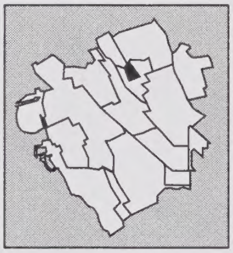
San Leandro has a well-balanced economy, with a diverse mix of manufacturing, wholesale and distribution facilities, retail and service businesses, health care industries, and "new economy" uses such as technology and internet firms. Almost a third of the City's land is used for industrial and commercial purposes, including about 1,800 acres of industrial land and 900 acres of commercial land. Industry and commerce provide thousands of jobs, millions of dollars in annual sales and property tax revenues, and many critical services to San Leandro residents. The City is committed to keeping its economy healthy, maintaining a competitive edge within the region, and staying attractive to established and emerging businesses.

The Business and Industry Sub-Element provides a policy framework that allows each of the City's business districts to evolve and change, while still maintaining the diversity that makes San Leandro's economy strong. It maximizes the private sector's ability to take advantage of new and emerging opportunities without compromising the vision described in the General Plan.

The Sub-Element begins with a profile of San Leandro's business environment and the major planning issues relating to business and industry in the City. Following this discussion, goals, policies, and actions provide guidance for future economic development and planning decisions. Because most of the City's business districts have been identified as Focus Areas, appropriate sections of the General Plan are cross-referenced for further guidance.

B. EMPLOYMENT DISTRICTS

Employment districts in San Leandro include Downtown, industrial and office areas, shopping centers, commercial corridors, and the Marina. Specific land use recommendations for these areas are contained in the Focus Area section (beginning on P. 106). The emphasis in the Business and Industry section is on the overall economic development objectives for each area.



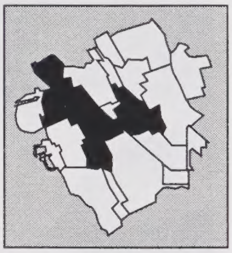
Downtown

San Leandro includes a mix of traditional "mom and pop" businesses, conventional shopping plazas and national chains, restaurants, offices, and services. The area's role as the City's major center for shopping and services has been diminished over the past half-century by outlying shopping centers and changes in consumer shopping patterns. However, there are signs that the tide is turning and that Downtown is once again becoming a magnet for new shopping, dining, cultural, and civic activities.

Sausage and Suds
MUSIC FESTIVAL

To succeed in the East Bay's highly competitive retail market, Downtown San Leandro needs to distinguish itself from other retail centers in the region. Rather than trying to compete with regional malls, neighborhood shopping centers, and big box outlets, the emphasis should be on specialty businesses, particularly those that can thrive in a unique, pedestrian-oriented environment. The area is well situated to serve a growing population of office workers in Downtown buildings and in the BART Station area. It offers unique opportunities for restaurants and entertainment venues, as well as new mixed use projects which combine housing, office, and retail uses. The street environment should define Downtown as "the" place in San Leandro where people want to be—a place to shop, eat, and relax.

Specific land use recommendations for Downtown are contained on Page 106.



Industrial Districts

Industrial activities have played an important role in San Leandro's economy since the 1860s, when Baker and Hamilton began manufacturing agricultural plows on East 14th Street. By 1960, there were more than 15,000 industrial jobs in the City. That figure remains about the same today, although the nature of industry has been transformed over the last 40 years. Most of the heavy manufacturing enterprises are gone, replaced by warehousing and distribution facilities, light manufacturing operations, and business service firms.

In 2000, San Leandro had about 14 million square feet of leasable manufacturing space, 16 million square feet of leasable warehouse space, and almost a million square feet of leasable research and development space. These assets make San Leandro one of the major industrial centers of the East Bay. During 2000, the vacancy rate was very low, hovering between one and two percent for manufacturing space and below three percent for warehouse space. San Leandro rents were generally lower than rents in Berkeley, Emeryville, and Fremont, and were comparable to those in Oakland, Richmond, and Hayward.

San Leandro's industrial areas benefit from a strategic location with excellent transportation access, relatively affordable real estate, and a strong identity within the region as a manufacturing center. The City has one of the most central locations for business and commerce in the Bay Area. Proximity to Oakland International Airport, the Port of Oakland, and three freight rail lines present excellent opportunities for emerging industries serving Pacific Rim markets. San Leandro is well positioned to capture the overflow demand from the higher priced Berkeley-Emeryville market and the high tech corridor along Interstate 880 in Milpitas and Fremont. The City is also a desirable location for continued growth in the wholesaling, warehousing, and distribution sectors.

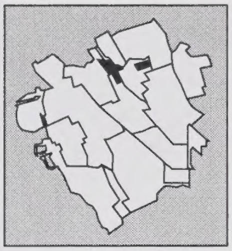
To take full advantage of the City's economic potential, older industrial buildings and sites will need to be adapted for contemporary uses. Redevelopment project areas have been formed in most of the City's industrial districts to facilitate this process. Redevelopment and economic assistance programs have already begun to reshape the areas around the Downtown BART Station and along Marina Boulevard. In other areas, the emphasis has been on adaptive reuse. For instance, the former Kaiser Aerotech plant has been adapted for long-term airport parking, and the former Aluserve plant on Davis Street has been adapted for cotton processing. Similar opportunities exist at the Kellogg's plant on Williams Street, and at several other former manufacturing sites. In some cases, interim uses of such buildings may take place until market conditions justify more comprehensive reuse of the sites.

While economic diversification is encouraged in San Leandro, the existing industrial base should also be strongly supported. Proposed changes to zoning, design review requirements, fees, taxes, and other ordinances must be carefully evaluated for their impacts on established businesses. Programs to nurture existing businesses, such as one-stop permitting, business development assistance funds for renovation, utility tax and personal property tax rebates, and design assistance should be sustained in the long run and expanded as funds allow.

WICKS
BUSINESS PARK

One of the highest priorities related to economic development in the City is to encourage business to business relationships among local industries. Such relationships have a multiplier effect on the local economy, bolster corporate citizenship and stewardship, and help small businesses grow and succeed. Business transactions which involve the sale of goods to other businesses also generate sales tax revenue for the City. Historically, these transactions have been a very important component of municipal revenue in San Leandro. In the future, the City will facilitate business to business links through a variety of measures, such as tax incentives for businesses who purchase goods from local suppliers, business links through the City's website, and sponsorship of groups like the Industrial Roundtable.

Each of the City's major industrial districts—West San Leandro, South-of-Marina, and the Mid-Washington Corridor—has been designated a Focus Area and is covered at length later in this chapter.



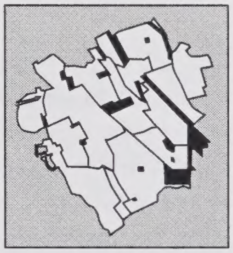
Office Districts

Historically, San Leandro has not been a major regional office center. Most offices are local-serving, providing space for medical and professional firms, banks, finance and insurance companies, and other small businesses. The greatest concentration of offices is in and around Downtown and along Davis Street. However, small office buildings exist along many of the City's thoroughfares and in the area immediately east of Downtown. There is also a growing inventory of office-flex space within the City's light industrial districts.

San Leandro will establish a clearer identity as an office market in the future. This will not only enable the City to attract higher-quality jobs, it will also allow growing local firms to remain in San Leandro. Although there are several potential locations in the City where a regionally recognized office district might be established, the Downtown BART Station area offers the best prospect. The completion of the 200,000 square foot Creekside Plaza office complex at Davis Street and San Leandro Boulevard will reinforce the area's role as an office hub. Additional office development in this area would capitalize on the availability of public transit as well as the proximity to Downtown San Leandro shopping and services.

With relatively affordable rents and a large inventory of light industrial buildings, San Leandro will also continue to have a dynamic office-flex market. Both the West San Leandro and South-of-Marina areas are well suited to meet the needs of this market. The inception of BART shuttle service between these areas and the Downtown BART Station may act as a catalyst for additional office-flex development.

Elsewhere in the City, smaller and more locally-oriented offices will continue to be incorporated in mixed use projects along corridor streets such as East 14th and MacArthur. The area around San Leandro Hospital has significant potential to become a center for medical offices. In the area east of Downtown, existing office buildings should be upgraded over time to make them more appealing to prospective tenants. The area's proximity to BART and smaller office configurations makes it appealing for start-ups and smaller companies.



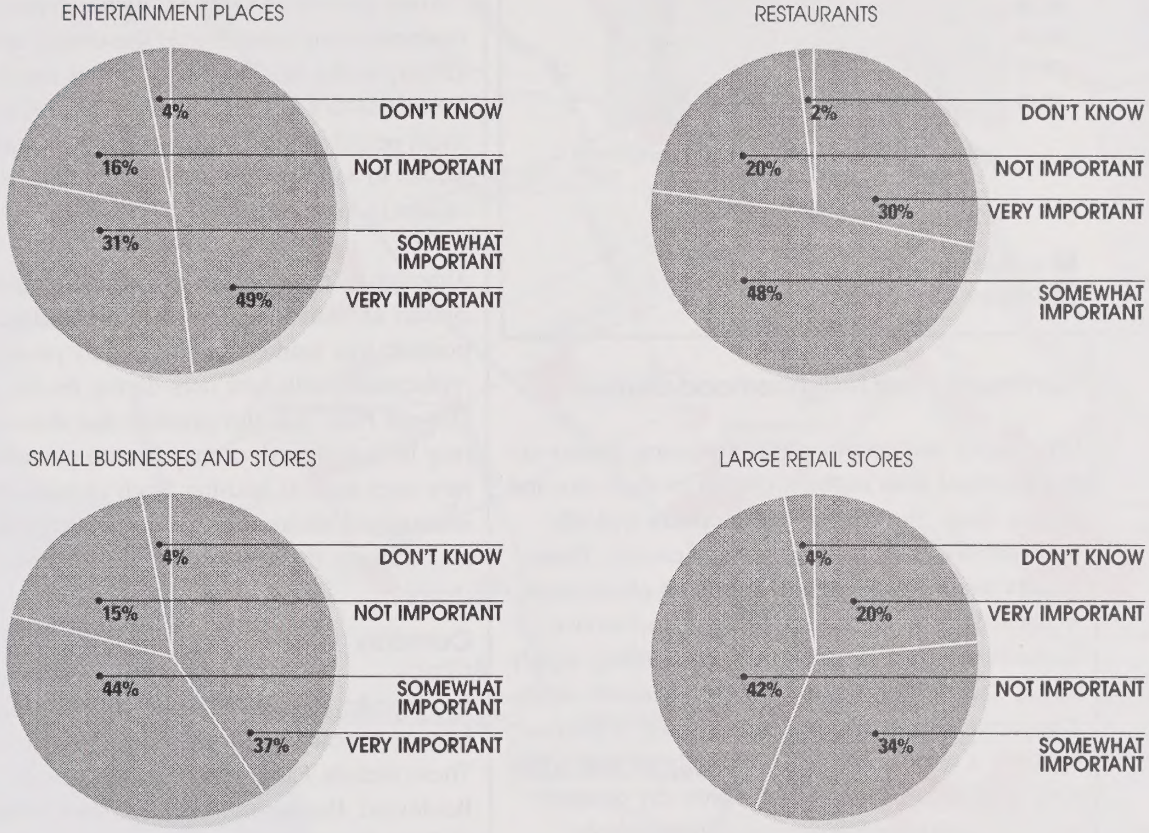
Retail, Service, and Entertainment Districts

Retail and service uses represent a major part of San Leandro's economy. In 2000, over 20,600 persons worked in the City's retail and service sectors. Most of San Leandro's retail/service businesses are located in regional, community, and neighborhood shopping areas, and along commercial corridors such as East 14th Street. General Plan policies seek to establish a stronger identity and market niche for each retail/service area, thereby bolstering their economic performance. Figure 3-4 identifies the major retail/service districts in the City.

macys
BAYFAIR

CHART 3-1 **Survey Findings–Commercial Developement**

Q. How much do you think the following types of development are needed in San Leandro? (440 Responses)



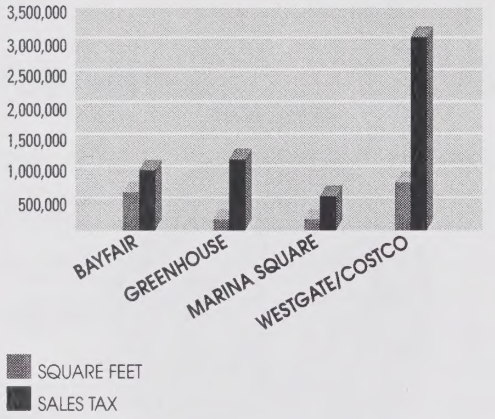
Source: General Plan Citywide Survey, 1999

Regional Centers

Regional shopping areas in San Leandro include Bayfair, Marina Boulevard, Westgate, and Greenhouse. Each of these centers draws patrons from throughout the East Bay. Bayfair includes an enclosed mall of about 750,000 square feet as well as smaller shopping plazas and commercial uses on its perimeter. Marina Boulevard includes the Marina Square shopping center and the Auto Mall to its north and east. The Westgate area includes "big box" stores on former industrial sites, including Walmart, Home Depot, and Costco. Greenhouse includes the Greenhouse Marketplace Shopping Center, as well as adjacent commercial uses along Washington Avenue, Lewelling Boulevard, and Hesperian Boulevard.

Policies in the General Plan support expanded regional retail activity in each of these locations. Marina Square, Westgate, and Greenhouse provide maximum exposure to the large volume of traffic on I-880. Their location at the freeway interchanges minimizes the need for out-of-town shoppers to travel on neighborhood streets and thoroughfares. Bayfair Mall, meanwhile, is undergoing major changes to better establish its market niche and recover from the loss of several major tenants during the 1990s.

CHART 3-2 Characteristics of San Leandro's Major Retail Centers



Community and Neighborhood Centers

Community and neighborhood shopping centers are distinguished from regional centers by their size and market draw. The **community centers** typically draw patrons from throughout San Leandro. These centers include conventional shopping plazas such as the K-Mart on Floresta Boulevard, and service businesses such as lumberyards and building supply stores. The **neighborhood centers** primarily serve the surrounding residential areas, usually within a radius of a mile or two. They typically include small-scale food stores, video rental stores, dry cleaners, and other convenience services. Neighborhood centers include auto-oriented plazas, such as Windsor Square and Marina Faire, and pedestrian-oriented districts such as Bancroft/Dutton.

The quality of the community and neighborhood shopping centers can have a significant effect on the perception of nearby residential areas and the City as a whole. Shopping centers that are attractive and busy can be a valuable amenity for the neighborhoods in which they are located. Conversely, shopping centers that have high vacancy rates or that look dated or neglected can contribute to blight. Zoning and business development programs should emphasize the updating of the neighborhood centers and accommodate businesses which respond to local needs.

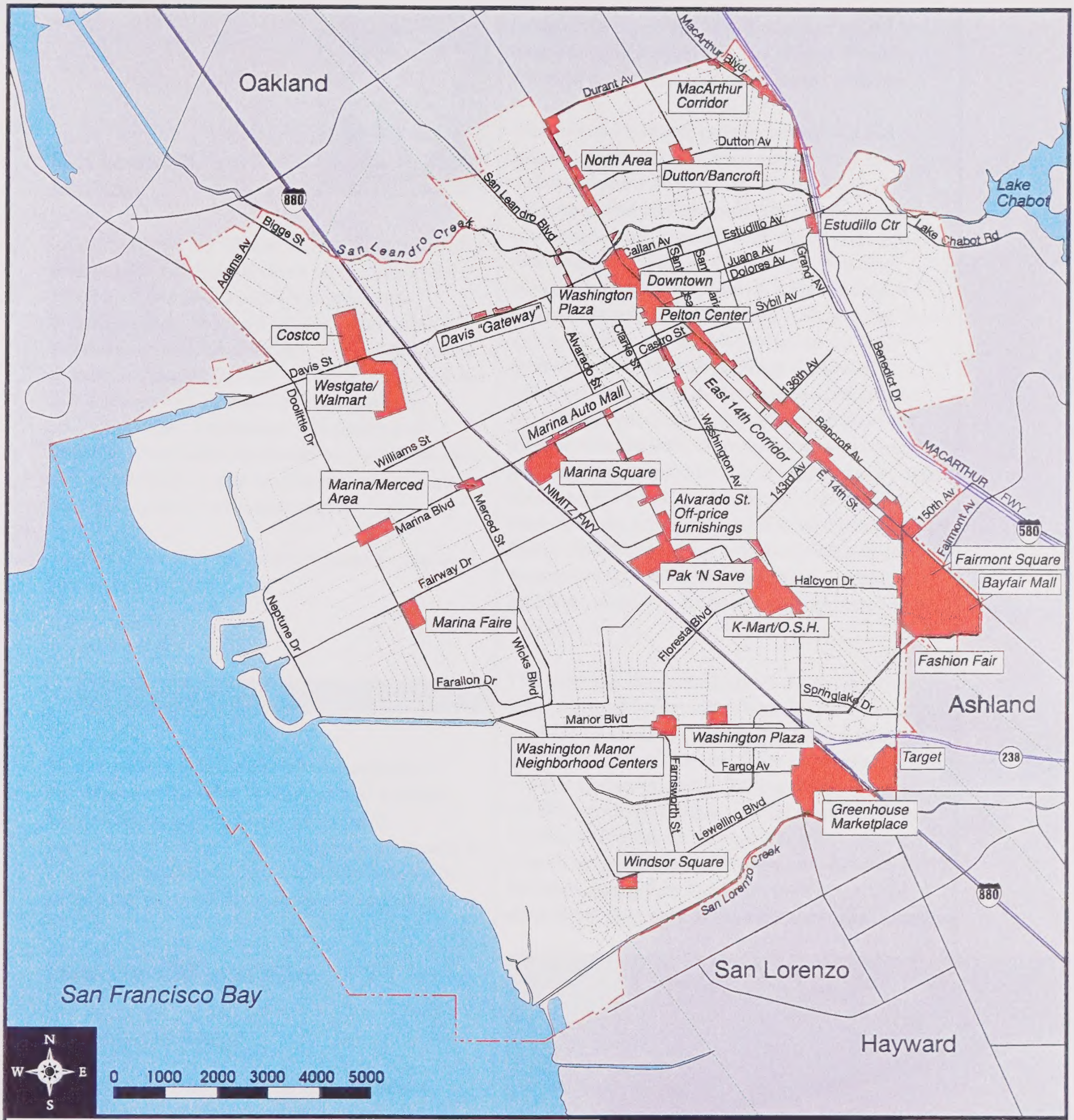
The neighborhood shopping centers provide an opportunity to cultivate specialty businesses and nurture local entrepreneurial talent. These centers can provide affordable starting places for small businesses, cafes and restaurants, and even shops serving San Leandro's growing market for multi-cultural goods and services. Such independent businesses can contribute to the overall sense of identity in the neighborhood centers and help contribute to economic diversity and self-sufficiency. Small neighborhood businesses have always been valued in San Leandro and will continue to be valued in the future.

Although none of the neighborhood shopping centers are anticipated to close at this time, it is possible that market conditions may prompt their replacement with new uses during the life of this General Plan. It is also possible that these centers may be redesigned, or may be complemented by new uses such as housing. Such changes should be encouraged where they would be compatible with and enhance the surrounding neighborhood.

Corridors

San Leandro has several major thoroughfares which have historically been zoned for commercial uses. These include East 14th Street, MacArthur Boulevard, Hesperian Boulevard, and several blocks of Davis Street, Washington Avenue, and Marina and Lewelling Boulevards. Over the past 50 years, strip commercial corridors have evolved along these thoroughfares, with retail and service businesses, shopping centers, gas stations, restaurants, car dealerships, auto body shops, and other auto-oriented commercial uses.

The commercial corridors present some of San Leandro's biggest land use challenges. The strategy for the East 14th and MacArthur corridors is to more clearly define "districts," creating a greater sense of identity and making the streetscape more attractive. Other corridors may continue to be auto-oriented in the future. Many of the services provided on the corridors, such as car dealerships and equipment rental do not lend themselves as well to pedestrian-oriented districts. These services are also important to the community and the economy, however, and should be retained.


Oakland
MacArthur Blvd
Durant Av
MacArthur Corridor
Dutton Av
North Area
Dutton/Bancroft
880
San Leandro Blvd
Lake Chabot
Estudillo Ctr
Lake Chabot Rd
Bigge St
San Leandro Creek
Adams Av
Callan Av
Estudillo Av
Juana Av
Dolores Av
Grand Av
Downtown
Washington Plaza
Pelton Center
Sybil Av
Costco
Davis "Gateway"
Alvarado St
Clarke St
Castro St
Benedict Dr
Davis St
Westgate/ Walmart
Doolittle Dr
Marina Auto Mall
East 14th Corridor
136th Av
Washington Av
Bancroft Av
Williams St
Marina Square
MACARTHUR FWY
Marina/Merced Area
Merced St
NIMITZ FWY
Alvarado St. Off-price furnishings
143rd Av
E. 14th St.
150th Av
Fairmont Av
580
Marina Blvd
Fairmont Square
Fairway Dr
Pak 'N Save
Halcyon Dr
Bayfair Mall
Neptune Dr
Marina Faire
Floresta Blvd
K-Mart/O.S.H.
Wicks Blvd
Fashion Fair
Farallon Dr
Springlake Dr
Ashland
Manor Blvd
Washington Plaza
Washington Manor Neighborhood Centers
Target
238
Fargo Av
Farnsworth St
Lewelling Blvd
Greenhouse Marketplace
Windsor Square
San Lorenzo Creek
880
San Lorenzo
San Francisco Bay
Hayward
N
W
E
S
0
1000
2000
3000
4000
5000

LEGEND

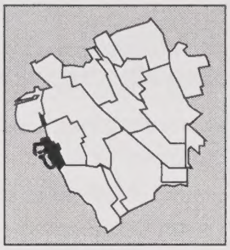
🟥 Areas of concentrated commercial uses

Note: Map shows concentrations of commercial uses only and does not show every commercial parcel in the City. Although some office parcels are mapped, most areas above contain retail uses.

RETAIL/SERVICE DISTRICTS

FIGURE 3-4

San Leandro General Plan Update, 2002



San Leandro Marina

Like Downtown, the Marina is one of the places that distinguishes San Leandro from other cities in the East Bay. It is a community focal point and gathering place, offering a unique combination of recreation and visitor amenities. The policies in this Element encourage the City to take advantage of the area's setting and location by accommodating additional hotels, restaurants, and conference facilities. These additions should be made with care so that the Marina's essential function for recreation and open space is not compromised.

Additional detail on the Marina's future is contained later in this chapter.

C. PLANNING ISSUES

Although many issues were raised during the discussions of the GPAC's Business and Industry Subcommittee, several stood out as being particularly important. These issues are addressed in the section below, and are specifically covered by goals, policies, and actions in the General Plan.

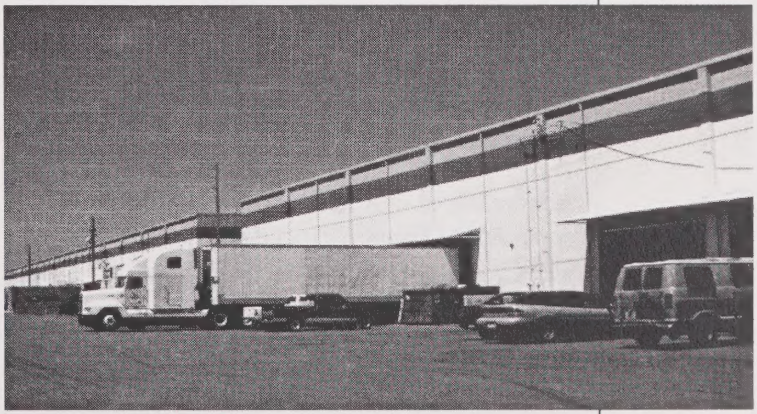
Land Use Compatibility

Buffering and Design

One of San Leandro's top land use priorities is improving the interface between business districts and adjacent residential neighborhoods. In some parts of the City, the lack of separation between homes and industry has resulted in conflicts associated with noise, odors, and other off-site impacts. Aesthetics also may be an issue in these areas, for example, where outdoor storage or bulky warehouses abut single family backyards. The need for better buffering was a recurring theme when the West San Leandro Plan was prepared in 1999 and remained a major issue during the update of the General Plan. General Plan workshops indicated overwhelming support for the creation of buffer zones along the edges of the industrial districts.

Business and Industry policies ensure that San Leandro businesses are good neighbors to the residential areas they adjoin. Strategies for improving land use compatibility include special zoning standards to address off-site impacts and establishing conditions of approval when new business projects are approved. Other strategies include landscaping and fencing requirements, and special parking and access provisions. As older properties and obsolete buildings along the residential-industrial interface are vacated or sold, the City will encourage their reuse with activities that can co-exist with either industry or housing. Such uses might include offices, light industry, open space, and live-work space. Many of the existing uses along the edges of the industrial district already fit this description. These activities, which include landscaped light industrial and parcel-processing buildings, should be sustained and supported in the long-run.

The Land Use Diagram (Figure 3-2) establishes a light industrial buffer zone along the perimeter of the West San Leandro industrial district. It also designates most of the area south of Marina and east of I-880 for light industry. Zoning within this area should encourage businesses with minimal off-site impacts. Standards for new developments should require more extensive screening and should establish appropriate limits on operations where there might otherwise be impacts to nearby homes.



In some locations, large manufacturing plants may remain near residential areas for many years to come. While the continued success of these industries is supported, long-term strategies to mitigate potential impacts on nearby homes should be developed. These strategies might include additional insulation for mechanical equipment, lights directed away from residential backyards, and landscaping or sound walls along property lines.

Land use compatibility issues also exist where commercial uses abut housing, particularly along corridor streets such as MacArthur Boulevard and East 14th Street. Overflow parking, noise from bars and restaurants, and other impacts may disturb nearby neighbors. Zoning regulations and conditional use permit procedures should ensure that new commercial activities can be appropriately integrated into their surroundings. Special care should be taken in the development of new projects which combine housing and retail uses. The commercial activities in such projects will need to be carefully selected to ensure that they can peacefully co-exist with residential uses.

While the predominant buffering issues have been directed at industry, there are also concerns about the potential impacts of new housing on established industrial and commercial uses. When new housing is proposed near industrial areas, the task of buffering and noise attenuation should fall on the residential developer rather than the adjacent industries. Disclosure notices should inform prospective homebuyers of the presence of established industries. Ordinances should be considered to ensure that industry retains the right to operate after nearby housing is developed.

Encroachment of Non-Industrial Uses in Industrial Areas

Non-industrial uses have already made inroads into some of San Leandro's traditional manufacturing areas. As heavy industry declined during the 1970s and 1980s, several manufacturing plants and warehouses were converted to big box shopping centers, furniture stores, and offices. A number of older industrial sites were cleared and redeveloped with housing. The outcome of these changes has generally been positive, resulting in more productive use of the land, reinvestment in the community, and new jobs and tax revenues for the City. However, unbridled conversion of industrial uses could eventually erode San Leandro's manufacturing base and make it more difficult for industry to operate. Such industrial "gentrification" may be logical in some locations, but should be strongly discouraged in others.

The areas most suitable for conversion to non-industrial uses are those located adjacent to existing housing, or in areas which lack the amenities to meet the needs of modern industry. Such areas exist along San Leandro Boulevard, Alvarado Street, and Marina Boulevard. In the case of the discount furniture stores along Alvarado Street, the market has changed to the point where some may be converted back to industry; this time, for technology uses or office-flex space rather than warehouses.

This General Plan confirms a commitment to maintain some parts of the City, particularly the General Industrial areas shown on Figure 3-2, as industry-only zones. In such areas, commercial uses should be limited to those that are linked to manufacturing or which provide services to businesses and the local workforce. "Class A" type office buildings like those envisioned around the BART Station should be discouraged in these areas. Retail uses that appear to attract customers from outside the area likewise should be discouraged. This will benefit San Leandro's commercial districts, by concentrating future retail and service growth within established shopping districts.

In a Nutshell...
The San Leandro Economic Development Strategy and Work Program

The City of San Leandro adopted an Economic Development Strategy and Work Program in 1997. The Program was the culmination of a two-year analysis of San Leandro's economy and an evaluation of the City's strengths and weaknesses in the regional and national marketplaces. The analysis reached four basic conclusions:

- San Leandro has a strong and diverse economy that is well positioned to sustain continued job growth.
- The City can best accommodate this growth through efficient reuse of existing commercial and industrial areas.
- The local sales tax revenues which are crucial to funding local public services were declining due to losses in non-retail sales transactions (recent evidence shows that this is no longer the case).
- San Leandro needs to continue focusing on improving the local quality of life so that the City remains an attractive place to live and do business.

With these conclusions in mind, the City developed a vision for future economic growth, emphasizing a sustainable community, a diversified economy, vibrant local serving commercial areas, and a strong educational system. At the heart of the Economic Development Strategy is a work program to achieve this vision.

One of the strongest recommendations of the Strategy is to promote business to business relationships in San Leandro and to build links between the City and existing or prospective businesses. The Strategy also includes actions for reinvesting in vacant and underutilized commercial and industrial real estate. It identifies specific programs to enhance the local tax base, particularly through retail recruitment. Finally, the Strategy includes actions to improve community life by bolstering Downtown and by maintaining a highly respected school system.

Major recommendations of the Strategy have been fully integrated into the General Plan and appear throughout the document, particularly in the Business and Industry policies and actions.

ANN TAYLOR
LOFT

Business Image

Over the years, San Leandro has developed a reputation as a "can do" city, dedicated to promoting local reinvestment and job growth. The City's business development efforts have been highly successful, helping San Leandro retain some of its major retailers, attract a 16-screen multi-plex to Bayfair, and bring several high-profile manufacturing firms to the community. It is important that San Leandro's reputation as a smart location for business be sustained in the long run through strong leadership—not only by City officials, but also by School Boards, City staff, and local business and civic organizations.

The City is working to establish a positive civic image through marketing and special events. Business outreach materials, such as media advertisements, direct marketing, factory tours, and trade fair displays, are part of this effort. A "Made in San Leandro" marketing program has also been launched. The City has a number of special events such as the Cherry Festival which provide opportunities for positive media coverage and visibility.

Another aspect of business image addresses quality of life. Although many factors come into play, the two that stand out most in defining the perception of San Leandro as a good place to do business are education and public safety. Continued reinvestment in San Leandro's schools and a commitment to educational quality are essential to retain a healthy business climate. These themes run throughout the General Plan. Partnerships between the City, the School Districts, and the private sector should be encouraged to maximize the resources available to the education system. Continued public information and on-going efforts to deter crime are needed to dispel negative perceptions regarding safety and build San Leandro's image as a safe place to live, shop and work. A proactive approach which incorporates input from the business community as well as residents is essential to these efforts.

Jobs-Housing Balance

San Leandro has a favorable balance between jobs and housing and has done a good job maintaining equilibrium between employment growth and household growth during the past 40 years. With the recent surge in housing costs, the City now faces the challenge of promoting a better match between the types of housing available and the types of jobs the community offers.

Historically, San Leandro had a large number of mid-level manufacturing jobs requiring relatively high skills and offering reasonable pay. Today, a growing share of jobs are in the retail and service sectors, which offer wages that are not adequate to obtain housing in the City. In the future, the City will endeavor to provide additional housing that is more affordable to working families in the retail and service industries. The City will also strive to attract higher paying jobs that are suitable for local residents.

Goal: 6 Downtown Revitalization

Foster the development of Downtown San Leandro as the geographic and social heart of the City.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

6.01 DOWNTOWN PLAN

In accordance with the adopted Downtown Plan and Urban Design Guidelines, ensure that new Downtown development is attractive and creates an image conducive to economic revitalization.

- Development Review
- Downtown Plan and Urban Design Guidelines

Action 6.01-A: Downtown Plan Implementation
Implement the policies contained in the Downtown Plan and follow the priorities and strategies established in that document. On a continuing basis, require that development proposals are consistent with the Downtown Plan and Urban Design Guidelines. Review and update the Plan on a periodic basis to reflect future conditions and opportunities.

Action 6.01-B: Downtown Zoning Changes
Update the Zoning Code to incorporate the recommendations of the Downtown Plan and Urban Design Study and to ensure that the goals and policies in the General Plan can be successfully implemented.

Action 6.01-C: Downtown Capital Projects

Include public projects as defined by the Downtown Plan and Urban Design Guidelines and the Central BART Area Revitalization Plan in the City's annual Capital Improvement Program. These projects include restoring and maintaining the traditional street grid, re-establishing the historic plaza at Washington Avenue and East 14th Street, and establishing a pedestrian network throughout the Downtown and between Downtown and BART. Recommended projects should maintain strong forward momentum to facilitate Downtown's restoration as the commercial and social center of San Leandro.

6.02 RETAIL-SERVICE IMPROVEMENTS

Develop and implement business development strategies that improve the mix of retail and service businesses Downtown, with an emphasis on higher-end retail shops, sit-down restaurants, and entertainment uses.

- Development Review
- Business Development Programs
- Zoning Code

6.03 FINANCE AND BANKING

Support the Downtown area as San Leandro's financial and banking center, working with the banks to identify creative re-use options for vacant bank buildings.

- Business Development Programs
- Public/Private Partnerships

6.04 BART ACCESSIBILITY

Maintain and strengthen pedestrian and transit connections between the BART Station, Downtown, and nearby neighborhoods.

- BART Area Plan
- Capital Improvement Program
- Intergovernmental Coordination

Action 6.04-A: BART Area Streetscape Improvements

Pursue streetscape improvements in the BART Station area which promote pedestrian circulation and enhance the connections between the BART Station, Downtown San Leandro, and the South-of-Marina area. These improvements should include the upgrading of West Juana and Estudillo Avenues.

Action 6.04-B: San Leandro Boulevard Changes

Implement a comprehensive redesign of San Leandro Boulevard along the east side of the BART Station to add a landscaped median, widen the sidewalks, provide an easier pedestrian crossing, and improve the visual quality of the BART-to-Downtown gateway. A traffic impact study should be required before implementing any change which reduces the capacity of the street.

6.05 PEDESTRIAN-FRIENDLY ENVIRONMENT

Provide public and private improvements that create a safe, friendly, and pleasurable environment for pedestrians in Downtown.

- Capital Improvement Program
- Development Review
- Downtown Plan and Urban Design Guidelines
- Zoning Code

6.06 URBAN DESIGN

Promote quality Downtown architecture that is well articulated, enhances the pedestrian setting, preserves the City's architectural heritage, and fits in with the scale and texture of existing historic structures. Discourage "franchise architecture" that will distract from creating a unique and distinctive Downtown setting.

- Development Review
- Downtown Plan and Urban Design Guidelines

6.07 PARKING

Ensure that parking for Downtown businesses remains convenient, but take steps which de-emphasize surface parking lots as a dominant feature of the Downtown landscape. Establish satellite parking areas, including attractively designed parking structures, accessed by well-defined and inviting pedestrian passageways.

Action 6.07-A: Downtown Parking Structure

Study the feasibility of developing an attractively designed Downtown parking structure or expanding and redesigning the existing city-owned Downtown parking garage.

- Capital Improvement Program
- Development Review
- Redevelopment Project Funding

6.08 COORDINATION

Fully involve and coordinate with local business owners, property owners, adjacent residents, and business organizations such as the Chamber of Commerce and Downtown Association in all planning and development activities within the Downtown area.

- City Operating Procedures
- Business Development Programs
- Public/Private Partnerships

6.09 BUSINESS PARTNERSHIPS

Support public and private efforts to enhance and market Downtown San Leandro. Encourage partnerships between the City, Redevelopment Agency, the Chamber of Commerce, the Downtown Association, and private entities (such as property owners, tenants, developers, etc.).

- Public/Private Partnerships

Action 6.09-A: Downtown Business Improvement District

Support the Downtown Business Improvement District (BID) and review the goals and programs of the District annually.

6.10 BART STATION AREA REVITALIZATION

Foster the development of the BART Station area as a mixed use "transit village," with a full complement of office, medium and high-density residential, and office-serving retail uses, along with pedestrian plazas, open space, BART parking, and other transit facilities (possibly including a Capitol Corridor rail station).

- Grants
- Intergovernmental Coordination
- Redevelopment Project Funding

Action 6.10-A: Downtown BART Parking Lot

Pursue the relocation of the BART parking lot on the east side of San Leandro Boulevard to a new parking garage on the west side of the station with a greater number of spaces. Work with BART to facilitate the redevelopment of the vacated parking lot site with quality high-density housing or mixed use development. A minimum density of 24 units per acre should apply to the housing site, and provisions for ample open space and landscaping should be included in the project's design.

Action 6.10-B: Redevelopment West of BART Station

Promote the development of vacant sites west of the BART station with office uses and accompanying public plazas and open space. Development on these sites should be designed and oriented to encourage transit use, promote pedestrian activity, respect the scale of nearby neighborhoods, and create a safe, attractive street environment.

Goal 7 Industrial and Office Districts

Continue to develop a strong and healthy industrial and office employment base in the community.

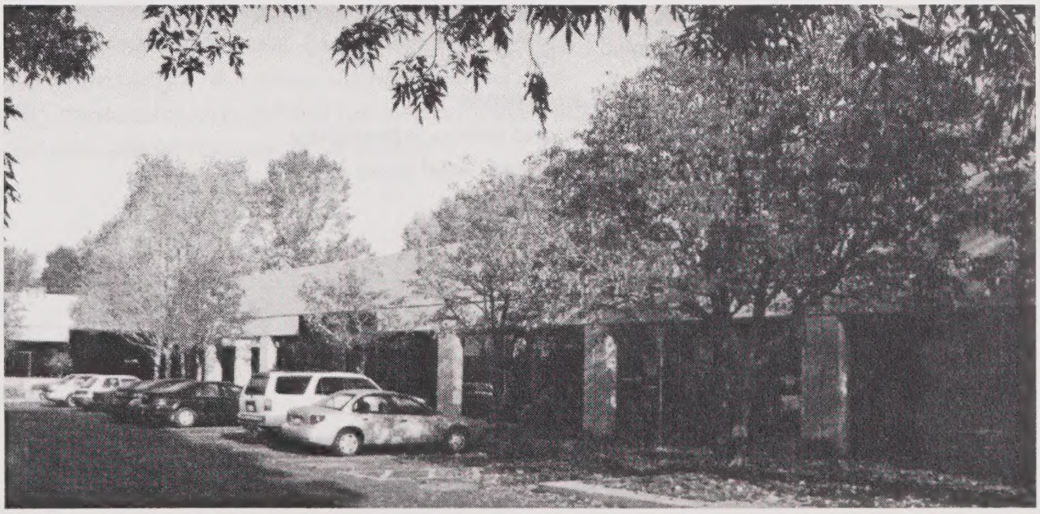
POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
7.01	**INDUSTRIAL ASSETS** Build on the strengths of the City's existing industrial base, transportation infrastructure, and proximity to Oakland International Airport in the City's business development efforts.	• Business Development Programs • Zoning Code

Action 7.01-A: Communication and Networking
Promote communication and networking among local businesses organizations through focus groups, roundtables, special events, newsletters, and other methods of sharing information and discussing business needs and priorities.

Action 7.01-B: Hotels in Industrial Zones
Amend the zoning code to allow hotels as a conditional use within appropriate General Industrial areas, including the Oakland International Airport gateway area along Doolittle Drive. Ensure that hotels are only permitted where they would not adversely impact adjacent active industrial uses.

7.02	**ECONOMIC DIVERSITY** Promote economic diversity and the growth of new and emerging industries. Target businesses that will provide higher-paying jobs for San Leandro residents.	• Business Development Programs

Action 7.02-A: Economic Data Collection
Maintain and regularly update data on local economic activities, sales and property tax trends, the characteristics of the local business community, and development opportunity sites.



Action 7.02-B: Economic Development Strategy Updates

Periodically update and revise the City's Economic Development strategies in response to changing market conditions and economic trends.

7.03 SUSTAINABLE MANUFACTURING

Promote environmentally sustainable manufacturing practices by San Leandro businesses and focus business attraction efforts on clean, environmentally-friendly businesses.

- Business Development Programs

7.04 TECH-SECTOR RECRUITMENT

Attract and retain technology ("high tech") companies by improving technology infrastructure, targeting such companies through marketing, supporting incubator and start up firms, and maintaining development regulations which facilitate the adaptive reuse of older industrial buildings.

- Building Code
- Capital Improvement Program
- Business Development Programs
- Zoning Code

Action 7.04-A: Technology and Industry Roundtable

Support the efforts of a technology and industry roundtable to foster a dialogue on the needs of technology companies and to promote the expansion of this sector in San Leandro.

Action 7.04-B: Technology Incubator

Support the establishment of a high-quality private or non-profit technology incubator to attract start-up companies to the City.

7.05 REDEVELOPMENT

Use the financing and incentive mechanisms available through the Redevelopment Agency to achieve business development goals, including better transitions between industrial and residential uses.

- Redevelopment Project Funding
- Specific Plans

Action 7.05-A: Business Assistance

Provide City Staff assistance and outreach to existing businesses, potential new businesses, real estate brokers, and business organizations in the City.

7.06 ADAPTIVE REUSE

Encourage private reinvestment in vacant or underutilized industrial and commercial real estate to adapt such property to changing economic needs, including the creation of flex/office space.

- Building Code
- Business Development Programs
- Zoning Code

Action 7.06-A: Renovation Assistance
Develop new programs and continue existing programs that assist local businesses in upgrading or renovating industrial and commercial buildings.

Action 7.06-B: Market-Oriented Zoning Review
Regularly review the Zoning Code to respond to real estate market and development trends, as well as changes in technology.

7.07 TAX BASE ENHANCEMENT

Encourage business development that improves the City's ability to provide the public with high-quality services and which minimizes increases in the tax burden for existing businesses and residents.

- Business Development Programs
- Fiscal Impact Studies

Action 7.07-A: Business-to-Business Relationships
Develop mechanisms to encourage the formation of business relationships between San Leandro companies.

7.08 TELECOMMUNICATION INFRASTRUCTURE

Coordinate with the School Districts, the private sector, and local business organizations to upgrade and expand telecommuncations infrastructure in San Leandro, including fiber optics, cable, DSL, and other emerging forms of information technology.

- Capital Improvement Program
- Intergovernmental Coordination
- Public/Private Partnerships

Action 7.08-A: Fiber Optics
Complete the City fiber optics network now under construction in San Leandro and develop strategies for the use of surplus capacity, including assessments of future market demand. Ensure that fiber optics is used effectively as a business development tool and information resource for San Leandro businesses and an educational resource for its schools.

7.09 **WEST SAN LEANDRO BUSINESS DISTRICT**

Build upon the locational strengths and transportation features of West San Leandro to support the area's continued development as a major industrial, technology, and office employment center. In accordance with the West San Leandro Plan, limit the encroachment of incompatible residential and retail uses into the area, and promote additional development and redevelopment with manufacturing, technology, warehouse and distribution, office/flex, and similar uses.

- Capital Improvement Program
- Development Review
- Business Development Programs
- Redevelopment Project Funding
- Zoning Code

Action 7.09-A: Doolittle Gateway

Pursue streetscape improvements along Doolittle Drive between the Oakland city limits and Marina Boulevard that upgrade the appearance of this important gateway from Oakland International Airport. Improvements should include landscaping of the public right-of-way, higher design standards for properties along the corridor, and re-use of vacant or underutilized properties with higher quality uses. Where consistent with Airport Land Use Compatibility restrictions, these uses could include hotels, offices, and other activities that capitalize on the street's proximity to Oakland Airport.

Action 7.09-B: West Davis/Eden Road

Continue to allow general industrial uses along the west end of Davis Street (west of Doolittle Drive), but establish development standards and use regulations that improve the appearance of the area from adjacent streets. Encourage a long-term transition to higher value industrial uses in this area.

Action 7.09-C: Hohener Property

Support the reuse of the Hohener property with an industrial or office/flex use that enhances the economic base of the City, creates quality jobs, minimizes impacts on nearby neighborhoods, and is compatible with the uses on adjacent properties.

Action 7.09-D: Timothy Drive Neighborhood Improvements

Implement measures to address airport and freeway noise, access and circulation constraints, and conflicts between industrial, commercial, and residential uses within the Timothy Drive neighborhood. These measures should include landscaping and buffering, and could also include additional sound insulation for homes, and redirecting business traffic to non-residential streets. The proposed Westgate Parkway extension should be designed to mitigate truck traffic and noise impacts on the Timothy neighborhood. Extensive participation by area residents should be actively encouraged for any strategy impacting this area.

(See also Policy 10.03 and Action 10.03-A on buffering between industrial, residential, and commercial uses throughout San Leandro)

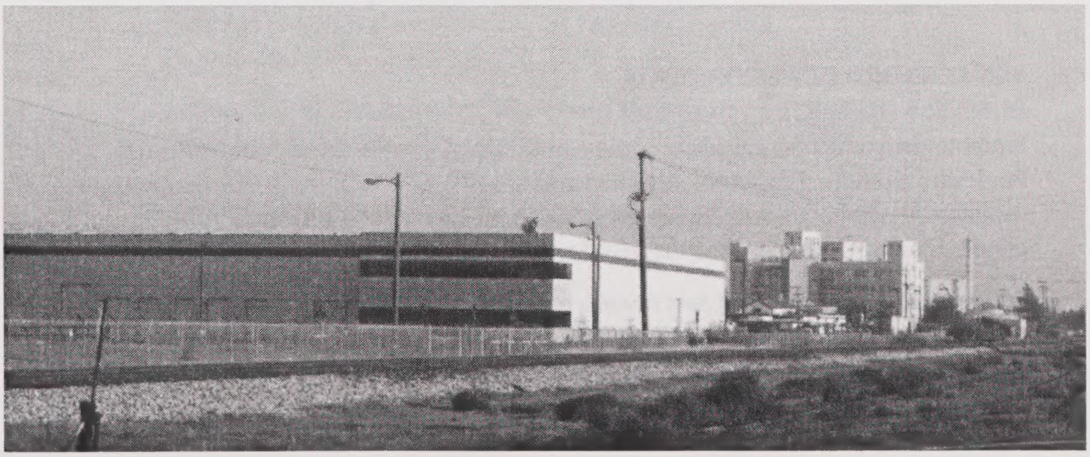
7.10 SOUTH OF MARINA BUSINESS DISTRICT

Facilitate the gradual transition of the South-of-Marina (SOMAR) area into a cohesive light industrial district characterized by light manufacturing, office/flex, research and development, bio-medical, e-commerce, and similar uses, along with complementary business services and employee amenities.

- Development Review
- Business Development Programs
- Redevelopment Project Funding
- Zoning Code

Action 7.10-A: SOMAR Area Plan

Prepare an Area Plan for the SOMAR area, including land use and development standards, design themes and guidelines, and an implementation program. The Plan should include measures to limit the displacement of, or creation of hardships for, the existing general industrial uses within this area. It should also identify the landscaping, streetscape, transportation, and infrastructure improvements necessary to promote SOMAR's transformation into a high-quality business park environment.



Action 7.10-B: Burrell Field
Explore a range of options for the Burrell Field athletic complex. One option would be to enter into a partnership agreement with the San Leandro Unified School District and the private sector to upgrade the field and develop additional facilities on-site. Another would be to maintain the Field as is and develop additional facilities elsewhere in the City. In the event that relocation of the field is considered as an option, sale of the existing site shall not proceed until a suitable replacement site has been secured and a firm, contractual commitment to improve the replacement site with athletic facilities has been made. Regardless of which option is selected, the Field should remain operational and should receive a high level of maintenance.

7.11 **MID-WASHINGTON BUSINESS DISTRICT**

Promote a combination of public and private improvements to the Washington Avenue corridor between San Leandro Boulevard and Halcyon-Floresta which improve the aesthetic quality of the street and provide a more unified design identity. As property in this corridor becomes available for reuse, pursue additional light industrial, office, or commercial service (e.g., lumberyards, building materials, etc.) development on vacated sites or in vacated buildings. Such development should adhere to high standards of landscaping and screening. Zoning and design standards should be consistent with the long-term vision of this corridor as a more attractive gateway to Central San Leandro.

- Development Review
- Business Development Programs
- Redevelopment Project Funding
- Zoning Code

Action 7.11-A: Rezoning Mid-Washington Avenue to Light Industrial
Following adoption of the General Plan, rezone the mid-Washington Avenue corridor (San Leandro Boulevard to Halcyon-Floresta) from Community Commercial (CC) to Light Industrial (IL).

7.12 **SAN LEANDRO BLVD CORRIDOR BUSINESS DISTRICT**

Promote the continued transition of the San Leandro Boulevard Corridor from older industrial and heavy commercial uses to attractively designed, pedestrian-oriented mixed use and light industrial development.

- Development Review
- Business Development Programs
- Redevelopment Project Funding
- Zoning Code

Action 7.12-A: Alvarado at San Leandro Creek
Encourage the development of vacant and underutilized land along Alvarado Street just south of San Leandro Creek with high-quality office development. Provisions

for creekside park and open space, including a proposed Environmental Education Center, should be made in future development plans. High-density residential uses may also be considered acceptable in this area, with similar provisions for on-site parks and open space.

Action 7.12-B: Park Street Island

Encourage the gradual transition of the 8-acre "island" between Park Street and San Leandro Blvd to mixed use development. Future residential uses in this area should be oriented along Park Street, while the San Leandro Boulevard frontage should be used for non-retail commercial uses. Streetscape improvements, including undergrounding of utilities, should be pursued to beautify San Leandro Boulevard as a City gateway in this area. Siempre Verde Park should be maintained and enhanced as a neighborhood open space.

Action 7.12-C: Alvarado Commons

Pursue the gradual transition of the area roughly bounded by Orchard, Thornton, Marina, and San Leandro Boulevard into a neighborhood of light industrial and incubator businesses, live-work space, small professional offices and artist/craftsman studios, and compatible uses.

Action 7.12-D: Hudson Lumber Site

Support the reuse of the Hudson Lumber site with a wide variety of uses consistent with a "Light Industrial" General Plan designation. These uses could include a full complement of telecommunications, research and development, office, work-live space, and similar uses. Opportunities for park and recreational uses should also be pursued on the site if public funding can be secured.

Action 7.12-E: Estabrook Parcel Assembly

Encourage the assembly of parcels along Estabrook Street to create through-lots to Marina Boulevard. In the event that such parcels are created, re-use with commercial development fronting on Marina (rather than light industrial uses fronting on Estabrook) should be promoted.

Action 7.12-F: San Leandro Boulevard Corridor Park and Public Facility Sites

Seek opportunities within this area for new parks or other public facilities, including a linear park along San Leandro Creek and new neighborhood or community parks within future development areas.

Goal: 8 Retail and Service Districts

Establish excellent community and neighborhood-serving retail and entertainment uses.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

8.01 RETAIL HIERARCHY

Maintain a range of retail uses in the City, consisting of:

- Regional shopping concentrated around the existing centers at Bayfair, Marina Square, and Westgate;
- Community retail uses centered in Downtown San Leandro, reinforcing the area's image as the City center; and
- Neighborhood shopping districts located within subareas of the City, providing basic goods and services within easy access of neighborhood residents.

Implementation Strategies:

- Business Development Programs
- Zoning Code

8.02 RETAIL DIVERSITY

Encourage a diverse range of commercial uses in the City, offering goods and services that fully meet the needs of San Leandro residents and businesses. The City should recruit new businesses that: (a) fill gaps in the range of goods and services currently available; and (b) act as catalysts for attracting other retailers to the City.

Action 8.02-A: Retail Prospectus

Continue retail recruitment efforts through the City's Business Development Department, including preparation of a retail real estate prospectus and updated demographic and market information.

Implementation Strategies:

- Business Development Programs

新鴻運海鮮館
H&R BLOCK
L.A. MANTRAP NAILS
FREMONT BANK
PELT
1505
COPY

8.03 AESTHETICS

Upgrade the City's commercial corridors by building upon their existing strengths and improving their aesthetic qualities. The City should implement programs to underground utilities, abate weeds and graffiti, eliminate litter, improve buffers to adjacent residential uses, control excessive signage, and provide streetscape amenities and landscaping along the corridors.

- Annual Budget
- Code Enforcement
- Redevelopment Project Funding

8.04 MIXED USE COMMERCIAL

Pursue the following land use and development principles in those areas designated "Corridor Mixed Use" on the General Plan Map:[1]

- An emphasis on pedestrian- and transit-oriented site design, rather than auto-oriented or "drive-through" design.
- An emphasis on mixed use infill projects which incorporate upper story office or residential uses and ground floor retail uses (the General Plan should be consulted for further description of the balance between residential and non-residential uses within each mixed use area).
- A shift toward higher value neighborhood-serving retail uses and higher-density housing.

Action 8.04-A: Mixed Use Zoning

Revise the San Leandro Zoning Code to create two Corridor Mixed Use zoning districts—one emphasizing a mix of commercial uses and the other emphasizing upper floor residential and ground floor retail uses. The Districts could be patterned after the existing NA-1 and NA-2 districts and would replace these districts upon adoption. Development standards for the Districts should minimize the possibility for conflicts within projects that contain both residential and commercial uses.

- Design Guidelines
- Development Review
- Redevelopment Project Funding
- Zoning Code

8.05 NEIGHBORHOOD SHOPPING CENTERS

Promote reinvestment in the City's viable neighborhood shopping centers, with an emphasis on new retail uses that serve the adjacent neighborhoods and contribute to the overall vitality of the centers.

Action 8.05-A: Neighborhood Shopping Center Revitalization

Undertake a neighborhood shopping center enhancement and conversion strategy in which selected neighborhood shopping centers are targeted for improvements, while marginal or obsolete centers are targeted for redevelopment with non-retail uses.

- Business Development Programs
- Redevelopment Project Funding

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[1] The Corridor Mixed Use areas are: East 14th Street, MacArthur Boulevard, Washington Avenue (north of San Leandro Boulevard), and San Leandro Boulevard (from Davis Street to the Oakland city limits).

8.06 COMMERCIAL USES WITH AN INDUSTRIAL CHARACTER

Maintain areas in the City that are appropriate for lumberyards, construction suppliers, automotive repair shops, and other commercial uses that are industrial in character or that typically locate in industrial areas. While development standards in these areas should respect the operational characteristics of these uses, they should still promote aesthetic improvements, adequate buffering for nearby uses, traffic safety, and a more positive visual image.

- Design Guidelines
- Zoning Code

8.07 CULTURAL ARTS AND ENTERTAINMENT

Provide additional opportunities for cultural, recreational, and entertainment uses in the City, including cinemas, theaters, live-performance venues, sports facilities, and art galleries.

- Business Development Programs
- Zoning Code

8.08 VISITOR SERVICES

Aggressively pursue the development of additional hotels, lodging, and conference facilities in the City.

- Business Development Programs

8.09 EAST 14th STREET

Facilitate the transformation of East 14th Street from an unbroken commercial "strip" into a series of distinct mixed use neighborhood centers, each with a unique design identity and mix of uses. The land use pattern should emphasize a more attractive and human scale of development throughout the corridor, with pedestrian-oriented buildings, streetscape and transit improvements, and a lively mix of higher density residential, commercial, and civic uses.

- Development Review
- Business Development Programs
- Redevelopment Project Funding
- Zoning Code
- Follow-Up Plans/Studies

Action 8.09-A: North Area Plan Implementation
Continue implementation of the North Area Plan along East 14th Street, with the intent of eliminating blight, providing new housing and retail opportunities, and bringing the quality of this area up to par with the high quality of adjacent residential neighborhoods. Pedestrian-oriented retail activities along East 14th in the North Area should be clustered near Broadmoor Boulevard and in the area from Dutton Avenue south to City Hall.

Action 8.09-B: South East 14th Area Activity Centers
Pursue the development of a series of activity centers or "districts" along East 14th Street between Downtown and Bayfair Mall. These centers should include a

predominantly residential area between McKinley School and 136th Avenue, a "Health and Wellness Center" between 136th and 139th Avenues, an "International Marketplace" between 141st and 145th Avenues, and a "Cultural Arts Center" around the Bal Theater. Zoning regulations and local business development programs should support the types of uses envisioned in each area. Catalyst projects, such as re-use of the Bal Theater and redevelopment of the Islander Motel, should be pursued to spark private reinvestment and begin the transition to new uses.

Action 8.09-C: East 14th Street Zoning Changes
Pursue zoning code changes along East 14th Street which enable the desired development pattern to be gradually achieved. Zoning for the East 14th corridor should provide incentives for mixed use development, such as density bonuses and allowances for shared parking.

Action 8.09-D: East 14th Streetscape Plan
Prepare and implement an urban design and streetscape plan for East 14th Street. The plan should address both the public right-of-way and development on adjacent private parcels and should cover the entire corridor from the Oakland city limits to Bayfair Mall.

8.10 BAYFAIR MALL

Promote the revitalization of Bayfair Mall and its environs by introducing new and compatible uses, including new shops, services, community facilities, restaurants, entertainment venues, and offices.

- Development Review
- Business Development Programs
- Public/Private Partnerships
- Zoning Code

Action 8.10-A: Bayfair Area Urban Design Improvements
Pursue improvements to East 14th Street in the Bayfair area to make the area more attractive, distinctive, and friendly to pedestrians, bicyclists, and transit users.

Action 8.10-B: Bayfair BART Connections
Improve the pedestrian and bicycle connection between the Bayfair BART Station, adjacent transit waiting areas, and Bayfair Mall.

8.11 MACARTHUR CORRIDOR

Encourage mixed use development along the MacArthur Corridor, with an emphasis on:

- local serving commercial uses between Durant and Broadmoor, Victoria and Superior, and Dutton and Estudillo.
- Residential and office uses between Broadmoor and Victoria.
- Civic, office and non-retail commercial uses between Superior and Dutton.

Zoning for the corridor should be flexible enough to allow a full spectrum of residential and commercial uses in all areas, with the conditional use permit process and other regulatory tools used to promote the desired mix, provide incentives for mixed use development, and buffer adjacent residential areas.

Implementation Strategies:

- Development Review
- Business Development Programs
- Redevelopment Project Funding
- Zoning Code

Action 8.11-A: MacArthur Boulevard Streetscape Plan

Implement the MacArthur Boulevard Streetscape Plan, providing improvements which create a more appealing environment for pedestrians and mitigate the negative effects of the I-580 Freeway.

Action 8.11-B: MacArthur Community Planning Process

Undertake a community planning process for the MacArthur Corridor, with the objective of developing more specific standards and guidelines for the mix of uses along various segments of the corridor.

Action 8.11-C: Rezoning of MacArthur Corridor

Pursue zoning changes along MacArthur Boulevard which promote mixed use development. The zoning designations should reflect the desired mix of uses described in Policy 8.11 for different segments of the corridor.

8.12 MARINA BOULEVARD

Encourage the continued improvement of Marina Boulevard between I-880 and San Leandro Boulevard as a major City gateway, shopping area, and regional auto mall. Additional shopping opportunities for San Leandro residents should be encouraged here, with a focus on high-quality retail uses and higher-end auto dealerships. Particular care should be taken in this area to relate development approvals to road capacity and to minimize further congestion as development takes place.

- Development Review
- Business Development Programs
- Redevelopment Project Funding
- Zoning Code

Goal: Marina and Shoreline

9

Recognize and take advantage of the unique business amenities offered by the San Leandro Marina area.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

9.01 NEIGHBORHOOD IMPACTS

Maintain an ongoing dialogue with residents of neighborhoods adjacent to the Marina to address traffic, noise, and other issues associated with Marina operations and future development. Early and frequent opportunities for neighborhood input should be provided in Marina development decisions.

- City Operating Procedure
- Follow-Up Plans/Studies

9.02 GENERAL ENHANCEMENT

Enhance the San Leandro Marina area as a distinguished recreational shoreline, with complementary activities that boost its appeal as a destination for San Leandro residents and visitors.

- Annual Budget
- Capital Improvement Program
- Business Development Programs

Action 9.02-A: Marina Development Opportunities

Pursue the development of a new hotel at the Marina, along with complementary uses such as restaurants and ancillary retail, office, and conference facilities. These uses should be limited to the area designated as "Commercial" on the General Plan map and should be developed in a manner which mitigates impacts on traffic and community services, and minimizes impacts on the surrounding neighborhoods and park areas.

Action 9.02-B: Long-Range Planning for the Marina Area

Prepare long-range plans for the Marina area, including the park, lagoon, golf course, and surrounding shoreline neighborhoods and open spaces. Plans for the Park area should consider new recreational uses that complement existing uses, such as windsurfing, a swimming beach and paddle boat rental.

9.03 WATER-ORIENTED DEVELOPMENT

Capitalize upon the Marina's potential to attract and support water-oriented development. Future projects should be compatible with the area's scenic and recreational qualities.

- Design Guidelines
- Design Review

9.04 REVENUE GENERATION

Encourage future uses and activities at the Marina which provide the revenue necessary to enable continued operation and maintenance of the boat berthing, basin, channel, landside, and other related facilities. These activities could include ferry service between San Leandro and other cities around the Bay.

Action 9.04-A: Marina Revenue Sources

Pursue a variety of sources to augment the Marina Enterprise Fund and secure additional funds for dredging. These sources could include additional development and leases, berthing fees, and state and federal grants. The feasibility of a dual fee schedule for berthing space at the Marina (with a higher fee charged to non-San Leandro residents) should be studied.

- Business Development Programs
- Grants
- Zoning Code

9.05 MARKETING AND PUBLIC RELATIONS

Promote the scenic, recreational, and locational assets of the Marina and surrounding parklands in City marketing and business development strategies.

- Business Development Programs

9.06 GATEWAY IMPROVEMENTS

Encourage "gateway" improvements which enhance the approach routes to the Marina while minimizing the impacts of increased traffic on area neighborhoods. Improvements could include new signage, streetscape enhancement along Marina Boulevard and Fairway Drive, entry monuments and landscaping at the Marina itself, and longer-term circulation changes.

Action 9.06-A: Marina Area Roadway and Transit Improvements

Pursue roadway, transit, intersection, and signage improvements which beautify the entry to the Marina, make it easier to travel to the Marina without a car, and more evenly distribute Marina-bound trips between Marina Boulevard and Fairway Drive.

- Capital Improvement Program
- Grants

9.07 URBAN DESIGN

Encourage cohesive urban design and high-quality architecture at the Marina. Buildings should be oriented to maximize water views and shoreline access. Architecture, signage, lighting, street furniture, landscaping, and other amenities, should be coordinated to achieve an integrated design theme.

- Design Guidelines
- Development Review

POLICIES AND ACTIONS *(Marina and Shoreline continued)* **IMPLEMENTATION STRATEGIES**

9.08 **PEDESTRIAN AND BICYCLE CIRCULATION**

Promote improvements at the Marina which enhance pedestrian and bicycle circulation through the area, including public shoreline walkways and trail connections to adjacent regional parklands and neighborhoods.

- Capital Improvement Program
- Grants
- Intergovernmental Coordination

9.09 **SPECIAL EVENTS**

Promote special activities, such as golf tournaments, farmers markets, and community events, in the Marina area as a means of drawing residents to the shoreline and increasing awareness and appreciation of the Marina as a community resource.

- City Operating Procedures
- Program Development

Goal: ⑩ Land Use Compatibility

Ensure that commercial and industrial projects are attractively designed and are sensitive to surrounding areas.

POLICIES AND ACTIONS **IMPLEMENTATION STRATEGIES**

10.01 **REUSE OF OLDER BUILDINGS**

Support the reuse of underused, vacant, or obsolete industrial buildings with higher value uses that are consistent with the goals and policies of the General Plan.

- Building Code
- Development Review
- Zoning Code

Action 10.01-A: Adaptive Reuse

Continue to implement zoning procedures for the re-use of older industrial buildings that specifically address parking requirements, traffic, seismic retrofitting, landscaping and building design standards, and other aspects of site development.

Action 10.01-B: Design Guidelines

Develop design guidelines for new development in commercial and industrial areas to promote aesthetic improvements in these areas.

10.02 **OFF-SITE IMPACTS**

Consider the setting and context of each site when evaluating proposals for development in industrial areas. The potential for impacts on adjacent uses, including the potential for land use conflicts and increased parking demand and truck traffic, should be a key consideration.

- CEQA
- Development Review

10.03 BUFFERING

When new development takes place in the transitional areas between industry and housing, use a variety of buffering measures including land use restrictions, landscaping and screening, sound walls and insulation, and limits on hours of operations and activities to promote land use compatibility. The City's zoning regulations should continue to contain development and design standards that minimize the potential for conflicts between industrial and residential uses, and between commercial and residential uses.

- Development Review
- Zoning Code

Action 10.03-A: Industrial-Residential Buffering Standards

Continue to implement zoning provisions for buffering along industrial/residential interface areas. These provisions—which include performance standards and lower thresholds for site plan review—should continue to ensure that land use changes are adequately reviewed and that appropriate steps are taken to avoid land use conflicts when new projects are proposed. They are not intended to apply retroactively to existing industrial uses.

10.04 INDUSTRIAL SANCTUARY

Protect the City's major industrial areas from encroachment by uses that are potentially incompatible with existing viable industrial activities, or which may inhibit the ability of industry to operate effectively.

- Development Review
- Zoning Code

10.05 RETAIL ENCROACHMENT

To protect the City's industrial land supply, limit the further expansion of "big box" retail and other large footprint retail uses in the City's industrial areas. Conversion of industrial land for big box uses should only be permitted in the vicinity of the existing concentrations of such uses at I-880/Davis Street and along Marina Boulevard.

- Development Review
- Zoning Code

Action 10.05-A: Retail Uses in Industrial Zones

Consider zoning code amendments that limit the encroachment of incompatible uses into industrial areas. Such amendments could require that new retail uses in industrial areas primarily serve local businesses or meet the needs of area employees.

10.06 LIGHT INDUSTRIAL BUFFERS

Use the "Light Industrial" General Plan designation to create buffers between industrial and residential areas, and to facilitate the transformation of specific heavy commercial and general industrial areas to more attractive uses such as business parks.

Action 10.06-A: Conditions of Approval

On an ongoing basis, establish conditions of approval for new commercial and industrial development located adjacent to residential areas, and for new residential areas located adjacent to commercial and industrial areas, which ensure that the potential for future conflict is minimized.

- Development Review
- Redevelopment Project Funding
- Zoning Code

10.07 RELOCATION

Where land use conflicts cannot be reasonably mitigated, consider the relocation of isolated residences surrounded by industrial uses.

- Redevelopment Project Funding

Goal: ⑪ Business Image

Preserve and enhance the qualities that make San Leandro a desirable place in which to do business, while promoting a positive image of the City to the region and the world.

POLICIES AND ACTIONS — **IMPLEMENTATION STRATEGIES**

11.01 **BUSINESS ASSISTANCE**

Promote San Leandro's image as a business-friendly community. Maintain programs that expedite permitting, create incentives for renovating and improving buildings, and provide a supportive environment for local businesses.

- Development Review
- Business Development Programs
- Redevelopment Project Funding

Action 11.01-A: Favorable Business Climate

Provide an array of programs that create a favorable environment for businesses in the City, including loans, land assembly, site location assistance, one-stop permitting, and other financial instruments and business development incentives.

Action 11.01-B: Internet Links

Establish additional links between the City of San Leandro's website and the sites of businesses and service providers located within the City.

11.02 **BUSINESS TARGETS**

Implement economic development and marketing programs that attract new businesses to the City, with particular emphasis on companies which enhance business-to-business sales, and which complement and support established businesses in the community.

- Business Development Programs
- Public/Private Partnerships

Action 11.02-A: Business Directory

Work with the Chamber of Commerce and Industrial Roundtable to prepare a directory of San Leandro firms and the products or services they provide. The directory should be used as a tool to promote business-to-business sales, and should ultimately be placed on the internet and linked to company websites.

11.03 **TECHNOLOGY/TELECOMMUNICATION RECRUITMENT**

Implement programs to attract businesses in economic sectors that are emerging or underrepresented in San Leandro. This should include the development of infrastructure to facilitate the growth of technology and telecommunication firms within the City.

- Business Development Programs

11.04 PUBLIC SERVICES

Support local business development efforts by maintaining the City's high quality public services, and by working with local businesses, residents, the Chamber of Commerce, and the school districts to improve the quality and image of San Leandro's schools.

Action 11.04-A: Educational Partnerships
Promote mentorships, internships, job training programs, and other partnerships between the City, school districts, and business community to enhance and complement local educational resources.

- Impact/In-Lieu Fees
- Intergovernmental Coordination
- Public/Private Partnerships

11.05 QUALITY OF LIFE

Promote the amenities needed to attract and retain a healthy business community, including an attractive Downtown, a strong commitment to education and public safety, and improved shopping, recreational, and housing opportunities.

- City Operating Procedures
- Business Development Programs
- Intergovernmental Coordination
- Public/Private Partnerships

11.06 CULTURAL AND HISTORIC RESOURCES

Preserve and enhance the City's cultural and historic resources, and encourage and acknowledge their contribution to the City's economic development.

- Downtown Plan and Urban Design Guidelines
- Public Education and Outreach
- Historic Preservation Ordinance

Eden
CENTER
ANCO MARKET
SEAFOOD RESTAURANT

11.07 INTERNATIONAL TRADE

Assist San Leandro businesses in expanding their international trade activities. The City should create an environment that is favorable for companies seeking to establish or expand international trade operations, taking particular advantage of the proximity to the Port of Oakland.

- Business Development Programs

Action 11.07-A: Foreign Trade Zone

Evaluate the feasibility of creating a foreign trade zone in the City, or pursuing partnerships with other jurisdictions to improve the viability of foreign trade in San Leandro.

11.08 PUBLIC RELATIONS

Establish and maintain an aggressive public relations program in coordination with the Chamber of Commerce and the Industrial and Technology Roundtable. A variety of media, including the internet, should be used to publicize San Leandro's excellent climate, the quality of its neighborhoods, and its unique business assets and advantages.

- City Operating Procedures
- Program Development

Action 11.08-A: Cable Television

Expand the use of local access cable television broadcasting in San Leandro, including coverage of public meetings and other city events.

Action 11.08-B: Made In San Leandro

Initiate a "Made in San Leandro" product labeling, marketing, and publicity campaign.

11.09 MEDIA MANAGEMENT

Promote positive media coverage, image-building and marketing campaigns, and special events that build civic pride and create a favorable City image.

- City Operating Procedures
- Program Development

Goal: 12 Jobs-Housing Balance

Maintain a balance between jobs and housing in San Leandro.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
12.01	**LAND SUPPLY** Ensure that land in San Leandro is zoned to accommodate a diverse mix of industrial, commercial, and residential development.	• Zoning Code (Map)
12.02	**REGIONAL COORDINATION** Advocate for regional solutions to address the imbalance between jobs and housing in the San Francisco Bay Area. Work with other communities to achieve greater equity in the provision of affordable housing. ***Action 12.02-A: Regional Coordination*** *Participate in regional forums and discussions addressing the need to improve the jobs-housing balance in the San Francisco Bay Area.*	• Intergovernmental Coordination
12.03	**JOB OPPORTUNITIES FOR RESIDENTS** Promote opportunities for San Leandro residents to find suitable employment within the community. Explore ways to better match new job opportunities with the skills and needs of San Leandro residents. ***Action 12.03-A: Local Hiring and Job Training*** *Support programs that encourage San Leandro employers to hire local residents and provide job training and recruitment programs aimed at San Leandro residents.*	• Business Development Programs
12.04	**LONG-TERM APPROACH** Approach the balance between jobs and housing as a cumulative, long-term goal rather than something to be achieved through project-by-project review.	• City Operating Procedures

FOCUS AREAS

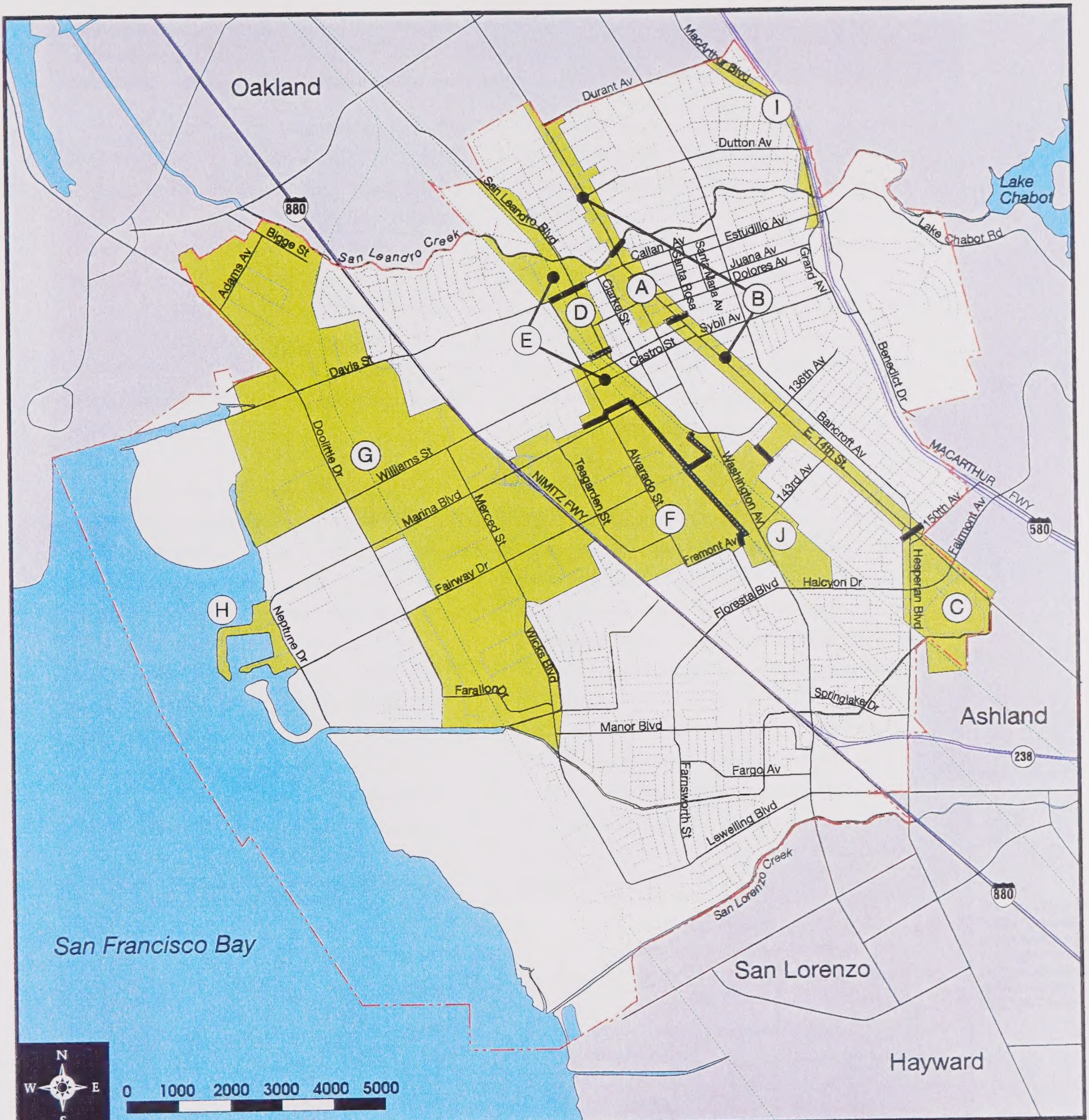
P.W. Joaquin
Tacos
Burritos
Tortas
MIRACLE ON E. 14TH ST

This section of the General Plan provides direction for 10 "Focus Areas" within San Leandro (see Figure 3-5). Each Focus Area has unique issues that require more detailed discussion than is provided in the rest of the General Plan. Some of the Focus Areas have been targeted for immediate land use changes or gradual transition during the next two decades; others have special challenges related to land use, resource conservation, transportation, urban design, and other planning issues.

The Focus Area discussion includes a description of the area and relevant issues, keyed to specific General Plan policies and action programs addressing each area. In some instances, preparation of more detailed plans has been recommended to provide further direction for the Focus Areas.

A. DOWNTOWN

Downtown is the heart of San Leandro and has been a hub of commerce and employment for more than 140 years. It includes the City's largest concentration of historic structures, its tallest buildings, its densest housing, and its most pedestrian-oriented street environments. Yet, while Downtown is San Leandro's most "urban" area, its role as the city center has diminished during modern times. Much of the development that took place during the 1960s, 70s, and 80s sought to reshape Downtown San Leandro based on suburban development principles. This approach had mixed results. Although a number of attractive and highly functional buildings were added, many of the qualities that made Downtown San Leandro unique were lost.


Oakland
Durant Av
MacArthur Blvd
I
Dutton Av
Lake Chabot
Lake Chabot Rd
880
San Leandro Blvd
Bigge St
Adams Av
San Leandro Creek
Callan Av
Estudillo Av
Juana Av
Dolores Av
Santa Rosa
Santa Maria Av
Grand Av
Clarke St
A
B
D
E
Sybil Av
Castro St
Davis St
136th Av
Benedict Dr
Bancroft Av
E. 14th St
MACARTHUR FWY
G
Doolittle Dr
Williams St
NIMITZ FWY
Teagarden St
Alvarado St
Washington Av
143rd Av
150th Av
Fairmont Av
580
Marina Blvd
Merced St
F
J
Fremont Av
Hesperian Blvd
Fairway Dr
Halcyon Dr
Floresta Blvd
C
H
Neptune Dr
Wicks Blvd
Farallon Dr
Springlake Dr
Ashland
Manor Blvd
238
Fargo Av
Farnsworth St
Lewelling Blvd
San Lorenzo Creek
880
San Francisco Bay
San Lorenzo
Hayward
N
W
E
S
0
1000
2000
3000
4000
5000

LEGEND

- (A) Downtown
- (B) East 14th Corridor
- (C) Bayfair
- (D) Downtown BART Area
- (E) San Leandro Blvd Corridor
- (F) Marina Blvd and SOMAR
- (G) West San Leandro
- (H) San Leandro Marina
- (I) MacArthur Corridor
- (J) Washington Corridor

FOCUS AREAS

FIGURE 3-5

San Leandro General Plan Update, 2002

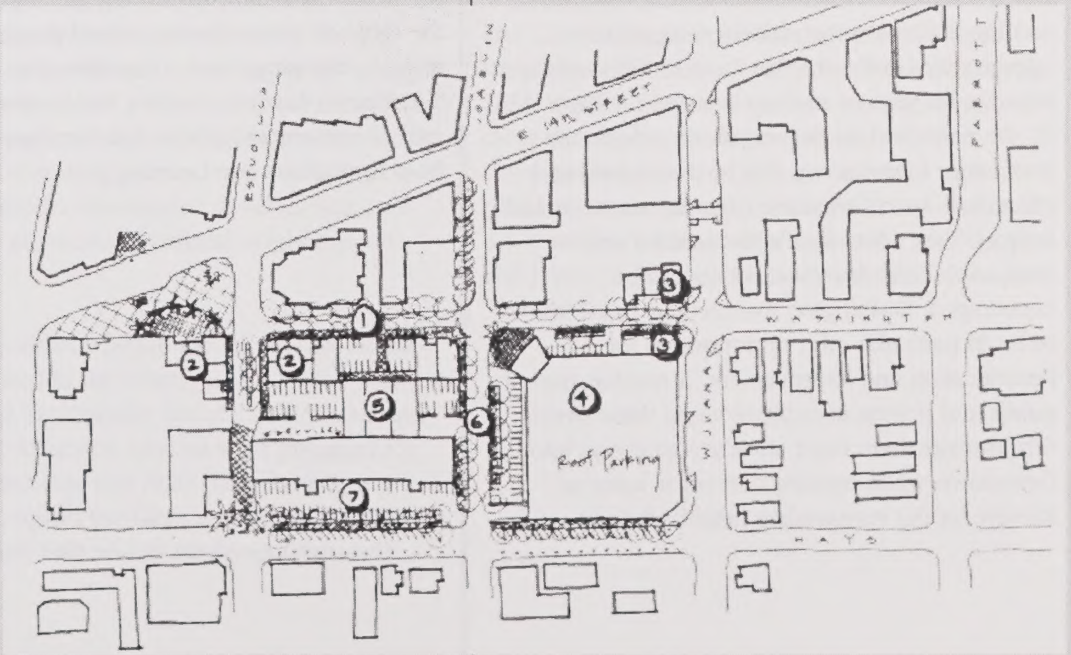
In a Nutshell...
The Downtown Plan and Urban Design Guidelines

The Downtown Plan and Urban Design Guidelines, adopted in February 2001, are intended to guide the future growth and development of Downtown San Leandro. The Plan's recommendations focus on the area bounded by East 14th, Davis, Hays, and Thornton Streets. Its aim is to promote economic vitality, improve aesthetics, and provide for Downtown's long-term maintenance. A 20-member Advisory Committee developed the major planning concepts and strategies.

Two major components are included: an Economic and Marketing Strategic Plan and an Urban Design Plan. The economic component defines Downtown's strengths and weaknesses and lists the steps needed to spur revitalization. Downtown is identified as having strong potential for higher-end neighborhood goods and services, eating, drinking and entertainment uses, and special events with citywide appeal.

The urban design component emphasizes a return to traditional development patterns Downtown. This includes partial restoration of the street grid that was disrupted when the Washington Plaza shopping center was developed in the early 1980s. Renovation of the historic plaza at the north end of Washington Avenue is recommended, and ultimately, Washington Avenue may be restored as a traditional street. Various improvements to West Joaquin and Estudillo Avenues, including new street lighting and landscaping, are recommended to improve the connections to BART and re-orient Downtown businesses toward pedestrian-friendly streets rather than large parking lots.

The Urban Design Guidelines call for a heightened sensitivity to the traditional scale and architecture of Downtown. New development will be expected to respect the historic grain of the area's older buildings and avoid the bulky, coarse styles of the past few decades. Rather than presenting large blank walls to the sidewalks, the Plan encourages new facades that create visual interest. The Guidelines also address architectural quality, with specific recommendations on height, width, roof forms, composition, materials, colors, and other aspects of building design.



The Downtown Plan's "vision" includes partial restoration of the original street grid and historic plaza at Estudillo and East 14th Street.

The new millennium has brought with it a desire to restore the elements that once made Downtown the center of civic life in San Leandro. A new vision is articulated in the *Downtown Plan and Urban Design Guidelines*, a planning document which lays out economic development and urban design principles for the area's revitalization as well as specific projects to be completed during the coming years (see text box). The Downtown Plan seeks to promote economic vitality, improve aesthetics, protect and restore historic resources, and provide for the long-term maintenance of Downtown investment.

Specialty retail shops, restaurants, and other community retail activities are envisioned Downtown, particularly those that would benefit from the unique ambiance offered by a pedestrian-friendly location. Offices, civic uses, and upper story residential uses (above retail space) also are envisioned. Key to the strategy are activities which increase the daytime and evening population of Downtown, creating a more lively street environment and providing a strong market for new businesses. Innovative ideas such as the use of a horse-drawn BART shuttle could be considered, providing practical benefits while honoring the City's historic past.

Beyond the traditional core of Downtown, complementary uses and activities will be encouraged. The area to the immediate west is especially critical, as it provides linkages to the BART Station, contains several historic landmarks, and has the most substantial development opportunities in Central San Leandro (this area is a separate Focus Area and is discussed on Page 115). To the north and south, neighborhoods on the perimeter of Downtown will be maintained and enhanced. As in Downtown, the historic scale and form of these areas should be retained and compatible infill development should be encouraged. Washington Avenue and East 14th Street in particular offer opportunities for beautification and improvement. A combination of public and private investment along these streets would make them more attractive gateways into Downtown while creating a stronger sense of identity for the surrounding neighborhoods.

The area east of Downtown presently contains a concentration of small professional and medical office buildings, including some in converted homes. The area also includes the San Leandro Public Library and several multi-family housing developments. Additional housing, office development, and related office services should be encouraged here, with an emphasis on small scale, local-serving projects. Stronger pedestrian connections between this area and Downtown should also be encouraged.

(Please consult Goal 6 and related policies and actions for additional guidance on Downtown San Leandro)

B. EAST 14TH CORRIDOR

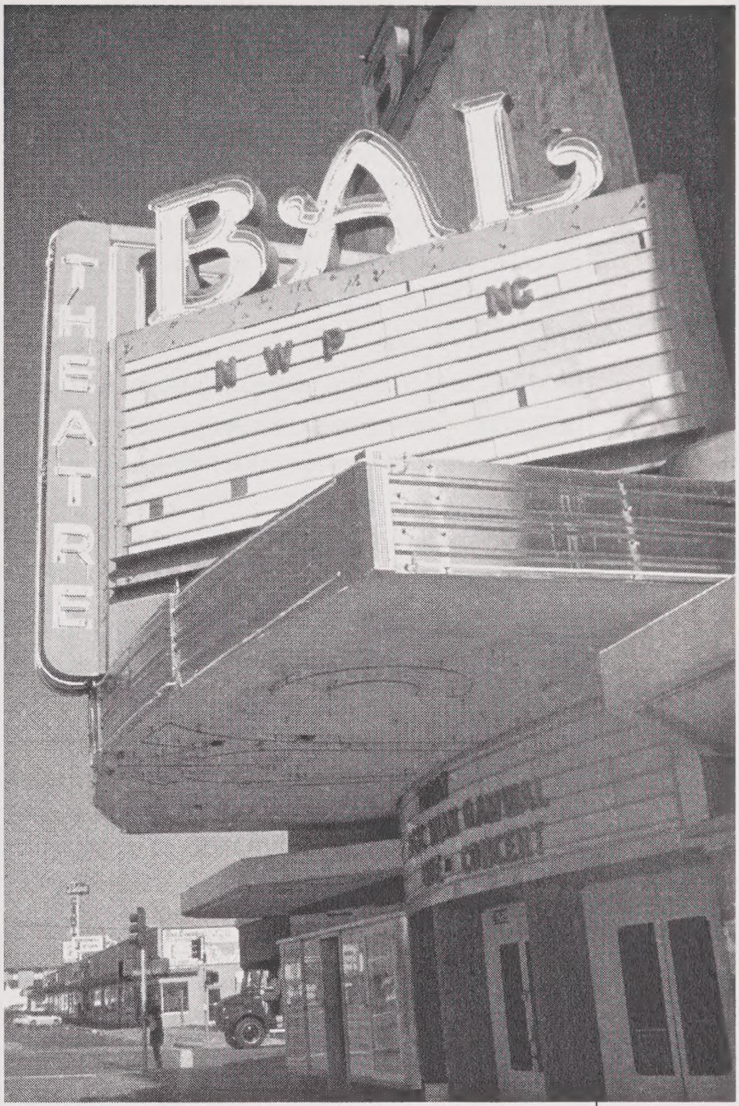
East 14th is San Leandro's "Main Street." It is the City's major commercial spine and has a 150-year history as a transportation route linking the cities of the East Bay. The East 14th Corridor is home to many of the City's retail shops, its largest hospital, its largest shopping center, numerous local service businesses, and even City Hall. At the same time, the Corridor is one of San Leandro's most persistent urban design challenges. Much of the street is visually stark and lacks a strong sense of identity or character. Shallow, narrow parcels and close proximity to residential uses make large-scale redevelopment difficult. During the coming decade, the City will pursue strategies and programs to improve the image and competitiveness of the Corridor so that it becomes a viable destination not only for nearby neighborhoods but for residents from throughout San Leandro.

Prior to World War II, East 14th was a two-lane highway with an electric streetcar operating down the median. Much of the development in the Downtown area and points north dates from the streetcar era, with pedestrian-oriented shops sited close to the street and little or no parking provided on-site. By contrast, most of the area between Downtown and Bayfair Mall was developed in the post-war era. This section of the street was developed for convenient auto access, with buildings set back a considerable distance from the street, prominent signs, and large parking lots. With little design control or coordination, the area had evolved into a quintessential commercial strip by the late 1950s.

Both the pre-war and post-war sections of East 14th Street entered a period of transition in the 1960s and 70s as competition from larger suburban shopping centers and changes in consumer behavior made retailing more difficult. Some of the buildings deteriorated and some were replaced by newer auto-oriented uses. Although the street continued to function as a viable shopping area, there was a growing emphasis on drive-through type businesses, and automotive service and repair uses. These land uses, coupled with signs of disinvestment and neglect in some areas, have perpetuated a negative image of the street within nearby neighborhoods.

Despite these challenges, East 14th Street is poised for change. As the busiest local transit route in the East Bay, the street provides an opportunity for new housing and pedestrian-oriented retailing. North of Downtown San Leandro, this effectively means going "back to the future" by encouraging the reuse of older structures and infill development that harks to the streetcar era. South of Downtown, this means reshaping the existing pattern by encouraging new mixed use and transit-oriented development and establishing more clearly defined neighborhood centers.

The City has already begun moving in this direction Downtown and in the North Area (the area between Oakland and San Leandro Creek). In 1991, an Area Plan and Revitalization Manual were prepared for the North Area (see text box). This document continues to reflect the City's aspirations for this section of East 14th and its implementation will continue.



Within Downtown San Leandro, the Downtown Plan and Urban Design Guidelines strive to fill vacant storefronts with new shops and restaurants, provide an interesting and inviting street environment, and close the gaps in the street frontage with new development. Streetscape improvements, such as benches, landscaping, fountains, and renovation of the Downtown Plaza, will enhance the area's appeal and restore its image as the city center.

In a Nutshell...
The North Area Plan and Revitalization Manual

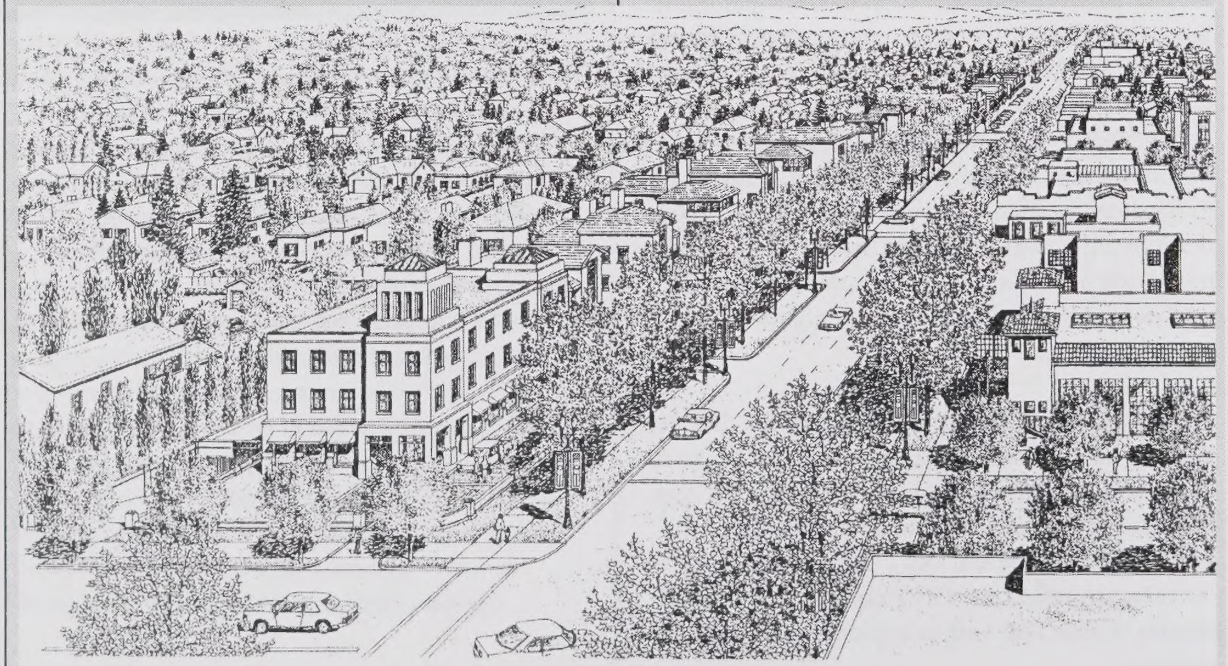
The North Area Plan was adopted in 1991 to guide the continued development and revitalization of neighborhoods in northeast San Leandro. The Plan's focus is on the commercial districts along East 14th Street (north of Downtown), Bancroft Avenue, San Leandro Boulevard, and MacArthur Boulevard. City officials, merchants' associations, and area residents collaborated to develop recommendations for these areas.

The Plan's stated objective is to put the high quality of the adjacent residential areas "on display" by improving the visual quality of the commercial corridors. A slightly different approach is taken on each corridor, with goals, objectives, and policies relating specifically to each area.

One of the most important parts of the North Area Plan is a set of standards and guidelines for buildings, sites, and signs. These correspond to "retail and service clusters," "transition districts," "residential enhancement districts," and "residential preservation districts." The Plan identified the Dutton/ East 14th intersection as a retail and service cluster and suggested that development of similar scale and quality be extended toward the City Hall area.

Along East 14th Street, two zoning districts have been created to facilitate implementation of the Plan (NA-1 and NA-2). Both explicitly encourage pedestrian-oriented mixed use projects combining residential and commercial uses. The General Plan incorporates the findings of the North Area Plan and promotes continued renovation and infill in the future. The new Carlton Plaza assisted living facility and the refurbished Mission Bell building are indicative of the scale and form of development that is envisioned.

The 1991 North Area Plan envisioned the transformation of East 14th Street into a landscaped boulevard lined with mixed use development.



A VISION FOR THE DISTRICT

South of Downtown, the long-range vision is to create a series of "activity" centers between the Pelton Center and Bayfair Mall. These centers are:

- *A higher density residential and mixed use area located in the vicinity of the Islander Motel and Trailer Haven.* Preliminary concepts for this area were developed through a design workshop sponsored by the City in 1996. Two- and three-story residential buildings, some with ground floor retail space, would provide new housing opportunities for seniors, persons with special needs, and working individuals and families. Social services, such as non-profit offices and child care facilities, could complement the uses in this area.

- *A Health and Wellness activity center located in the vicinity of San Leandro Hospital.* The cluster of businesses at this location would capitalize on the established presence of the Hospital. Medical offices, laboratories, health clubs, and similar uses are envisioned, along with restaurants, other businesses serving hospital employees (i.e., dry cleaners, florists, card stores, etc.), and neighborhood-serving retail uses.

- *An International Marketplace activity center located in the vicinity of 143rd Avenue.* This area has already proven itself as a successful location for businesses serving the local Latino and Asian communities. Infill development which carries this theme to new development should be encouraged, along with marketing of this area as a regional center for ethnic foods, restaurants, clothing, and other products.

- *A Cultural activity center located around the Bal Theater at 148th Avenue.* A 1998 design workshop for the Bal looked a variety of reuse options for the 800-seat theater and its environs. The workshop suggested that the theater be reused as a cultural or performing arts center, surrounded by complementary businesses such as cafes, restaurants, and, galleries. Should the concept of a cultural district prove infeasible, the Bal area remains a logical location for a more concentrated neighborhood-serving retail district. In either case, opportunities to provide off-street parking supporting the area's businesses should be pursued.

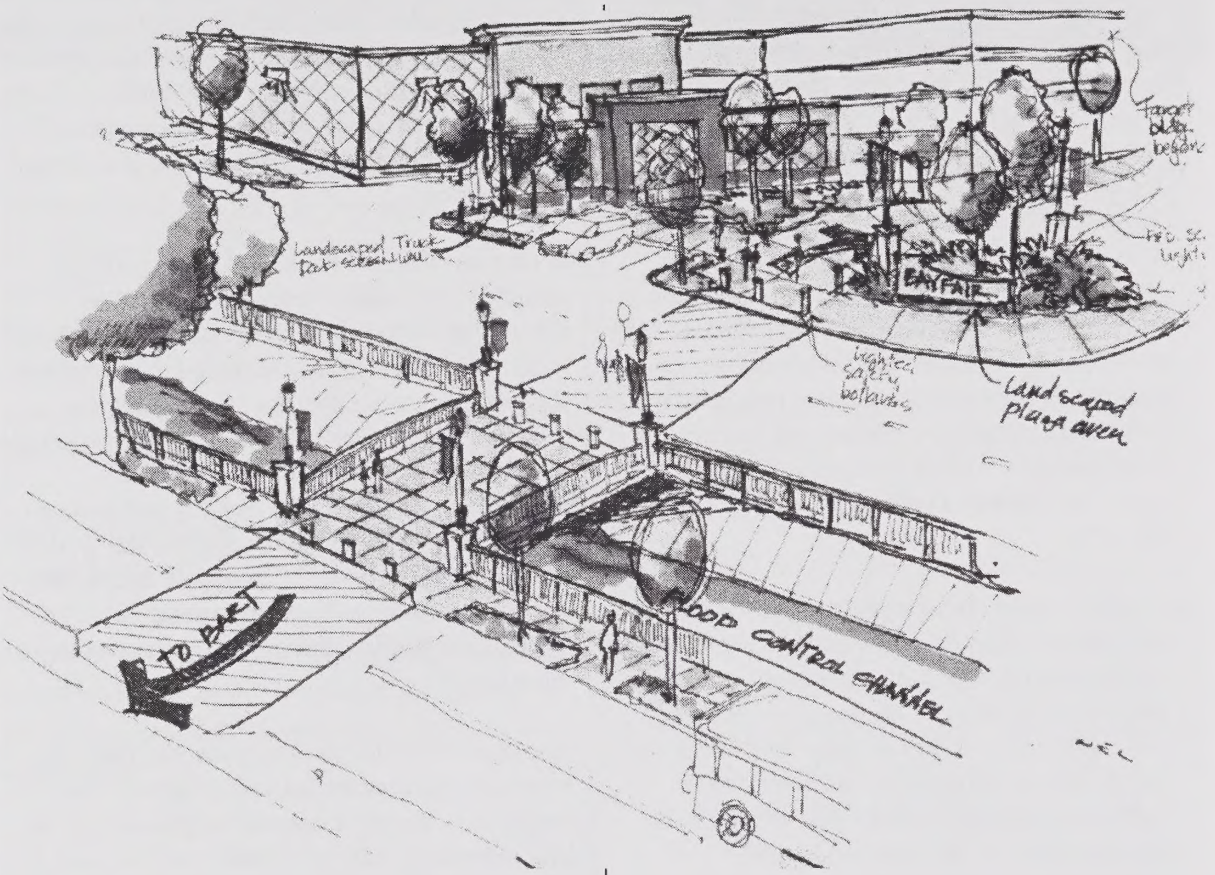
- At the southern end of the corridor, close to 150th Avenue, neighborhood-serving commercial uses which capitalize on the area's proximity to Bayfair will be encouraged. Additional residential and mixed use development also will be encouraged in this area.

In between the activity areas identified above, attractive infill projects should create a more cohesive development pattern and coherent design theme. Wherever feasible, parking for such projects should be located to the rear of the property, creating a more suitable environment for pedestrians and providing a better buffer to adjacent neighborhoods. City redevelopment and business development activities should support this goal by assisting in streetscape enhancement, façade and site improvement, and tenant recruitment. Undergrounding of utilities is a key component of this strategy.

One of the key objectives in reshaping East 14th Street is to improve the transition between the "strip" and adjacent residential neighborhoods. As land redevelops, careful attention must be paid to edge conditions. Zoning should allow for close review of noise, odor, glare and other potential nuisances and should establish standards for fences, setbacks, height, landscaping, lighting, and outdoor activities. Measures to mitigate traffic impacts on adjacent neighborhoods should be pursued as projects are approved. In some locations, it may be appropriate to limit uses with high traffic generation to avoid neighborhood impacts.

The overriding emphasis should be on eliminating nuisances, reducing potential land use conflicts, improving visual quality, and providing uses which benefit nearby neighborhoods and the community as a whole. A comprehensive streetscape plan and a cohesive economic development strategy will help achieve these broad objectives, as well as the more specific objectives for the various activity centers along the street.

Please consult the following policies and actions for additional Guidance on the East 14th Street corridor: Policy 8.09 (East 14th Street) and Actions 8.09-A (North Area Plan Implementation), 8.09-B (South East 14th Area Activity Centers), 8.09-C (East 14th Zoning Changes), 8.09-D (East 14th Streetscape Plan), 15.05-A (East 14th Street transit amenities), 19.01-D (East 14th streetscape improvements), and 44.05-D (East 14th utility undergrounding).



The vision for Bayfair includes reconstruction of the pedestrian bridge between the BART Station and the Mall.

C. BAYFAIR

Bayfair Mall is the largest shopping center in San Leandro and the hub of a 130-acre retail area which extends along East 14th Street, Hesperian Boulevard, and Fairmont Avenue in the southeast part of the City. The Mall was developed in 1957 on the site of a former racetrack. Its land use and development standards are guided by a 1992 Development Agreement which allows substantial expansion and establishes parking requirements based on various potential uses.

Surrounding properties in the Focus Area include the Fashion Faire and Fairmont Plaza (Albertsons) Shopping Centers and a number of freestanding retail and office uses. The Focus Area also includes the Bayfair BART Station and a linear strip of commercial uses along the east side of East 14th Street opposite the Mall. Although the latter area is thought by many to be part of San Leandro, it is actually unincorporated Alameda County.

Like many of the smaller shopping centers along East 14th Street, Bayfair has faced competition from newer suburban malls and big box retailers. Sales tax revenues at Bayfair actually declined during the 1990s as the tenant mix changed and several major tenants departed. Compounded by limited freeway visibility and changing market demographics, these trends have contributed to a negative local public image. The recent opening of a 16-screen multiplex cinema, as well as emerging plans to comprehensively redesign the Mall, are positive signs that Bayfair will successfully adapt to the East Bay's changing retail market.

Flexibility is the key. The traditional model of the regional mall as a single use, inwardly-focused space has changed and will continue to change. Across the United States, malls like Bayfair are being retooled with new, complementary uses such as restaurants, theaters, and housing. Design changes to such centers often emphasize architectural quality and pedestrian amenities over auto convenience and function. Bayfair's location adjacent to a BART Station, at the intersection of two BART lines, and along AC Transit's busiest north-south bus line, make it ideally positioned for such changes.

Additional development in and around Bayfair Mall should promote a synergistic mix of uses, such as retail shops, restaurants, entertainment venues, and offices. New buildings along the Mall's East 14th frontage near Fairmont Avenue could reduce the visual image of the Mall as a "fortress" surrounded by parking. Pathways or promenades could create a more inviting environment for pedestrians. Similarly, additional mixed use development should be encouraged along the east side of East 14th Street. A County Specific Plan for the Ashland-Cherryland Business District provides additional direction for uses in that area.

Several capital improvements are planned for the Bayfair area, hopefully providing a catalyst for revitalization. In 2000, Alameda County received a $2.2 million grant to improve the pedestrian and transit connections between Bayfair Mall, the BART Station, East 14th Street, and nearby neighborhoods. The project includes an enhanced pedestrian walkway between the transit station and the Mall, with the existing circuitous pathway replaced by a landscaped promenade and new bridge. Also planned are improved lighting, signage, and bus transit facilities, along with landscape improvements to the Flood Control Channel.

Additional improvements are planned along East 14th Street in an area extending from 150th Avenue south three miles to the Hayward city limits. These improvements, which will be sponsored and paid for by Alameda County through its participation in the Joint City-County Redevelopment Project, include utility undergrounding, street tree planting, new street lights and street furniture, gateway monuments, planted median strips, and wider sidewalks at intersections. A unified identity is called for in the Bayfair area to enhance perceptions of the area. Palm trees, themed signs, and public spaces are proposed along East 14th Street. In addition to improving safety and aesthetics, these changes should stimulate revitalization and improve economic vitality.

Similar improvements could be considered along Hesperian Boulevard and Fairmont Avenue. Stronger pedestrian connections between the Mall and the surrounding shopping centers should be considered, along with improved transitions between the retail areas and the nearby residential neighborhoods.

Please consult the following policies and actions for additional Guidance on Bayfair: Policy 8.10 (Bayfair Mall), and Actions 8.10-A (Bayfair Area Urban Design Improvements), and 8.10-B (Bayfair BART Connections).

D. DOWNTOWN BART STATION AREA

The Downtown BART Area includes the San Leandro BART Station and the surrounding blocks in the Station vicinity. Although the area is relatively compact, it lacks a strong identity. Large surface parking lots, vacant lots, and physical obstacles such as railroad tracks and wide thoroughfares create an environment lacking in character and form. Land use, transportation, and urban design recommendations have emerged from a recent design program seeking to facilitate the area's transformation into a new and attractive gateway to San Leandro (see text box).

Changes in this area should begin with a redesign of the BART Station itself, which has not been significantly updated since its construction in the late 1960s. Although its design and layout are functional, the Station has a utilitarian quality. The Station should be a more attractive public space, integrated into the fabric of the surrounding neighborhoods and linked to the nearby Downtown area. A variety of changes are proposed to the bus loading and unloading areas, the passenger drop off/pick-up areas, and the parking areas. The area facing San Leandro Boulevard will be reconfigured, making it more attractive to pedestrians, arriving and departing bus passengers, and passing motorists.

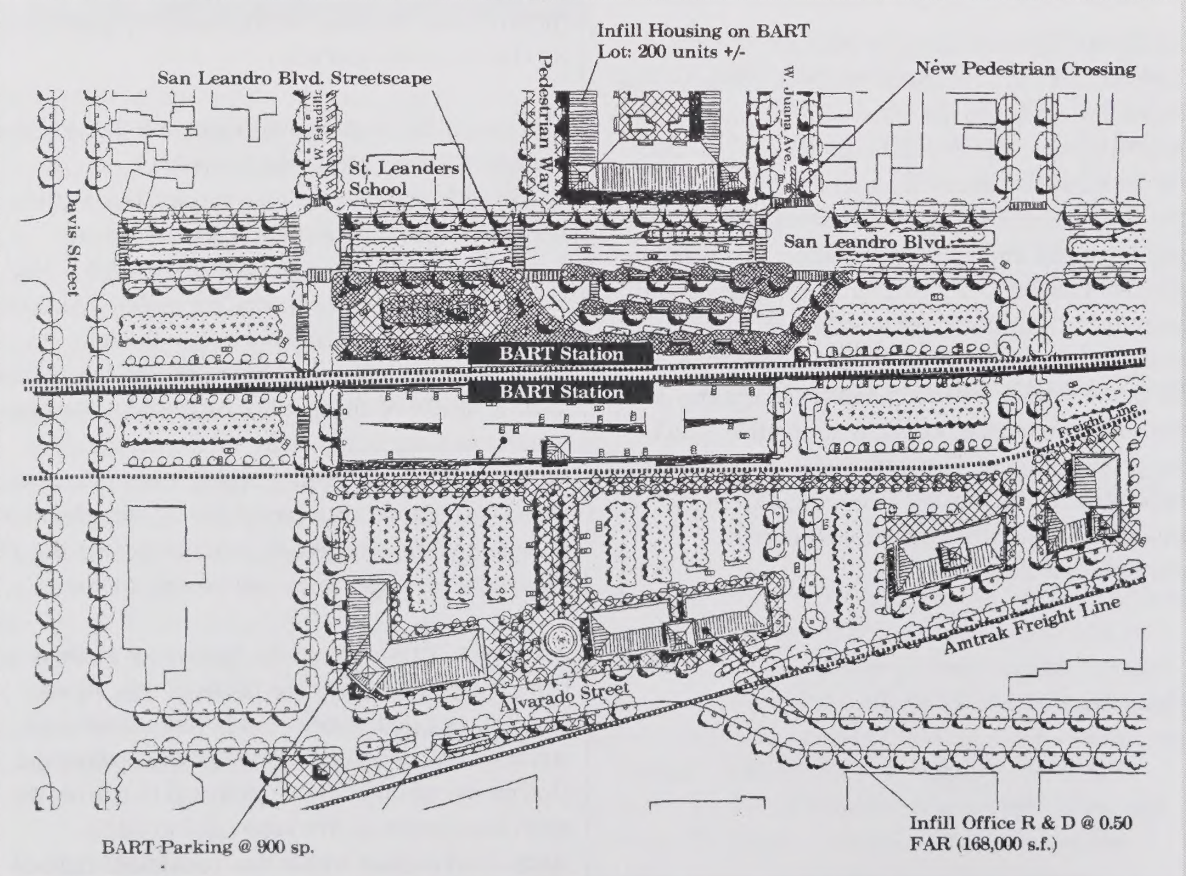
A key part of the strategy for this area is to strike a better balance between the needs of cars, buses, bicycles, and pedestrians. San Leandro Boulevard currently acts as a barrier between the Station and Downtown San Leandro. A proposal to narrow the street from seven to five lanes, and to add a landscaped median within the "reclaimed" right-of-

In A Nutshell...
The Central San Leandro/BART Area Revitalization Study

In 1998, the City initiated a two-phase process to develop recommendations for the Downtown BART Station area. Phase One explored land use, circulation, and urban design options and established broad guidelines for the area's future development. The City subsequently received a Transportation for Livable Communities (TLC) grant to refine the Phase One recommendations. During Phase Two, completed in February 2001, residents, business owners, and community groups collaborated to develop more detailed plans for the area.

The Phase Two proposals provide a good example of how the principles of smart growth can be applied to establish the BART area as a viable mixed use neighborhood. The major recommendations are described in the narrative text above and are also reflected in policies and actions under Goal 6.

Plans for a "transit village" with up to 200 new housing units, several new office buildings, a new parking structure, and new public plazas and open spaces have been developed. Integral to these plans are changes to the streets and pedestrian amenities on the blocks surrounding the Station. The Study builds on concurrent efforts to revitalize Downtown and create a historic district around the Casa Peralta. It seeks to build a new and distinct identity that attracts new residents and businesses to the area.


Infill Housing on BART Lot: 200 units +/-
San Leandro Blvd. Streetscape
New Pedestrian Crossing
W. Estudillo
St. Leanders School
Pedestrian Way
W. Juana Ave.
Davis Street
San Leandro Blvd.
BART Station
BART Station
Freight Line
Amtrak Freight Line
Alvarado Street
BART Parking @ 900 sp.
Infill Office R & D @ 0.50 FAR (168,000 s.f.)

Plans for the Downtown BART Station area include construction of a multi-story parking garage and development of housing and offices on nearby sites.

way, is under consideration. This change would make it safer and easier to cross the street at Juana and Estudillo Avenues. Ornamental street lights, new street trees, and other improvements along West Estudillo and West Juana would make these streets more inviting and would provide pedestrian links to Downtown and greater visibility for historic landmarks like the Casa Peralta and Daniel Best Home.

Land use changes are the most pivotal part of the strategy for the BART station area. The first of these changes is the relocation of a 320-space surface parking lot at Juana and San Leandro Boulevard to a new three- to four-story parking structure with at least as many spaces on the west side of the station. This would alleviate the overflow parking problem in the neighborhood east of the station, and create a transit-served development site on the former parking lot. The vacated site is planned for multi-family housing, developed according to architectural guidelines which ensure that it reflects the historic scale and texture of the surrounding area. Gable roofs, bay windows, and extensive open space areas are called for to give the project a human scale and distinctive quality. Because of the site's proximity to BART, residential densities that substantially exceed the normal limit for higher density projects (e.g. 25 units per gross acre) are appropriate here.

To the west of the station and beyond the proposed parking structure, a vacant 7-acre site is proposed for development. At one time, this site housed the Del Monte Cannery. Today, it provides an ideal location for a high-quality project that takes full advantage of the extensive public transit system at its front door. While offices are the major use envisioned, projects which combine offices and high-density housing also may be considered.

Additional changes are also envisioned to give this area cohesion and enhance access to BART. Bicycle and pedestrian paths are proposed throughout the area, serving not only the new development but also the neighborhoods and employment areas beyond. Open spaces and plazas are strongly encouraged. The feasibility of a commuter rail (Capitol Corridor) platform along the UP Railroad tracks will be explored. Additional office or multi-family development may take place on vacant land at the north end of Alvarado Street and along Davis Street. The cumulative effect of these changes will be to provide a stronger market for new restaurants, services, and retail stores in the adjoining Downtown retail area.

Please consult the following policies and actions for additional guidance on the Downtown BART Station Area: Policies 6.04 (BART Accessibility) and 6.10 (BART Station Area Revitalization), and Actions 6.04-A (BART Area Streetscape Improvements), 6.04-B (San Leandro Boulevard Changes), 6.10-A (Downtown BART Parking Lot), 6.10-B (Redevelopment West of BART Station), and 38.04 (Old San Leandro Historic District).

E. SAN LEANDRO BOULEVARD CORRIDOR

The San Leandro Boulevard Corridor Focus Area extends from the San Leandro BART Station to the north and south for approximately one-half mile in each direction. The corridor is in the midst of a large-scale transition. At its northern end, 354 homes are under construction on former industrial, greenhouse, and nursery sites. At its southern end, the former Hudson Lumber and Yokota Nursery sites represent one of the largest development opportunities in San Leandro. Between and alongside these areas is an eclectic mix of small industrial uses, commercial and automotive services, and older single family homes. There is tremendous potential and promise for positive change.

The Corridor has a rich and interesting history, dating back to the late 1800s, when it was the industrial center of San Leandro. Its proximity to the railroads and location on what was then the edge of town made it a logical location for the City's first factories. By 1890, the area was home to harvester and plow manufacturers, grain cleaners, a paint and varnish works, and a foundry. Following San Leandro's explosive growth during the post-war era, the City leaped west of this area and the industrial base shifted to West San Leandro. The construction of BART and restructuring of the Bay Area economy rendered many of the older industrial uses obsolete.

North of Davis Street

Today, the northern end of the corridor is comprised of a strip of older commercial and industrial uses along San Leandro Boulevard, including mini-warehouses, a nursery, several auto body and tire shops, a restaurant, and Siempre Verde Park. Given the proximity of this corridor to the BART station and Downtown, its position as a City gateway, and market trends in the area, the existing pattern of uses may soon be in transition.

The north end of Alvarado Street presents the most immediate development opportunity. About 10 acres on both sides of the street just south of the Creek are currently vacant or underutilized. An Environmental Education Center and Natural History Museum is planned on a small site beside the creek, but most of the land is available for redevelopment. Low-rise (one to three story) offices are the preferred use, taking advantage of the creekside setting as well as the proximity to the emerging office hub around the BART station. Given the adjacency of this area to Cherrywood and the strong demand for housing near BART, development with high-density housing or live-work units may also be considered. In either case, a substantial area along the creek should be retained as open space, including provisions for trails and other passive recreation amenities.

Along San Leandro Boulevard, the shift to higher value uses is expected to be more long term. A mixed use development pattern is ultimately envisioned, with an emphasis on office, commercial service, and compatible residential uses. North of San Leandro Creek, the Park Street "Island" should transition to uses that provide a more compatible edge to the nearby Farrelly Pond neighborhood. These uses could include residential and live-work uses along Park Street, and low-impact commercial uses (such as medical and professional offices, artists studios, and business services) facing San Leandro Boulevard. General retail uses are not envisioned, although a limited amount of neighborhood shopping serving the adjacent residential areas may be appropriate. South of San Leandro Creek, shallow parcels limit the feasibility of large offices, so service businesses and other uses which complement the nearby Creekside Office Center should be encouraged. Streetscape improvements should enhance the image of this area as a City gateway.

South of Williams Street

The landscape south of BART between Alvarado Street and San Leandro Boulevard is also in transition. Some sites, such as the San Leandro Business Park on Alvarado north of Williams, have recently redeveloped with more contemporary uses. Other sites retain pre-war industrial buildings.

The 30-acre area between Williams and Marina contains a jumble of land uses on small parcels, with numerous property owners and a large number of marginal industrial uses. Single family homes sit side by side with automotive repair shops, metal foundries, and similar uses, with little or no buffering between them. Most of the homes in this area date from the early 20th century and are simple wood-frame cottages, many in poor or deteriorating condition. The commercial and industrial uses are generally concrete block buildings or metal barns with few architectural details. Along the railroad, substantial areas are used for the storage of wood palettes, scrap items, and vehicles. Although many of the businesses in the area are viable and offer needed services to the community, the overall image is eclectic at best and conveys a negative visual impression. This has become even more apparent as surrounding areas have been redeveloped.

Future development in this area should phase out the land use conflicts that now exist and improve overall visual quality. Light industrial and live-work uses are called for along both sides of Alvarado Street from Williams to Marina. Existing residential uses in the area should gradually be phased out. To the extent feasible, homes with historic significance could be converted to offices or relocated to more suitable sites. Upgrading of the existing industrial and heavy commercial uses in this area will be encouraged, along with replacement of blighted industrial structures with more attractive and well landscaped buildings. As in the area north of BART, new uses that take advantage of the BART station's proximity, consolidate small parcels, and make better utilization of these key transit-served development sites should be promoted.

The northern part of this area is regarded as suitable for live-work development, offices, and office/flex space. This is an ideal location for incubator space and other small-scale employment uses which do not "fit" in the more intensive industrial areas west of I-880. In the southern part of this area, particularly along Estabrook Street, opportunities to assemble parcels to create larger development sites should be explored. New development in this area could capitalize on the proximity to the emerging auto mall on Marina Boulevard and provide a centralized location for auto-related services.

Further south, the recently cleared Hudson Lumber site and the adjacent former Yokota Nursery provide additional opportunities for development. This 23-acre area is designated for light industrial and commercial uses on the General Plan Map. The Hudson site is large enough to establish a campus environment for light industrial, research and development, or corporate office uses. The site could also potentially support an easterly extension of Aladdin and/or Montague Streets, providing a circulation link to the SOMAR Area and alleviating traffic pressure on Marina Boulevard. The Yokota site is planned for additional auto dealerships along Marina Boulevard.

Given the central location of the former Hudson Lumber site and the limited supply of comparable parcels in the City, redevelopment with uses providing broader community benefits also could be considered. Such uses would be contingent on the City's ability to purchase the land, and could include parks, community facilities, child care or senior services, and similar uses. While the City should explore innovative approaches to acquiring parkland in this area, it will not use eminent domain as the implementing tool.[2] Moreover, the City's interest in developing public uses here should not preclude the approval of private development on these sites, in the event that projects consistent with the General Plan are proposed before public funding can be secured.

During the early deliberations of the General Plan Advisory Committee (GPAC), the possibility of a "land swap" between Hudson Lumber and the School District/City athletic complex at Burrell Field was discussed at length. Most GPAC members believed that the Field was well situated for regional commercial uses, while the Hudson Lumber site had several constraints to private development (i.e., rail lines on both sides) and could be considered for a new sports complex. Such a swap would require a coordinated effort by the San Leandro Unified School District, the City, and the private sector. A sports complex on the Hudson site could address the unmet need for recreational facilities in the City and ultimately become a very desirable public amenity. While the General Plan Land Use Map does not explicitly show this land transfer, it would be consistent with the overall vision for this area, and with the other goals and policies in the Plan.

Please consult the following policies and actions for additional guidance on the San Leandro Boulevard Corridor: Policy 7.12 (San Leandro Boulevard Corridor Business District) and Actions 7.10-B (Burrell Field), 7.12-A (Alvarado at San Leandro Creek), 7.12-B (Park Street Island), 7.12-C (Alvarado Commons), 7.12-D (Hudson Lumber/Yokota Nursery), 7.12-E (Estabrook Parcel Assembly), and 7.12-F (Park and Public Facility Sites).

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[2] On February 5, 2001, the San Leandro City Council and Redevelopment Agency adopted Resolution 2001-93, stating that the City would refrain from exercising the powers of eminent domain on the Yokota Nursery.

F. MARINA BOULEVARD AND SOUTH-OF-MARINA ("SOMAR")

This Focus Area includes the Marina Boulevard corridor east of I-880 and a 300-acre area of mostly industrial and warehouse/distribution uses extending from Marina Boulevard south along Alvarado and Teagarden Streets. Located at the geographic center of San Leandro, this area has excellent access to the regional freeway system, Downtown, BART, the Union Pacific Rail lines, and several of the City's major thoroughfares. It is the "crossroads" of San Leandro and a major gateway to the City.

Marina Boulevard

The City adopted a Special Overlay Zoning District for Marina Boulevard in 1998. The District established design standards and special design review procedures for development fronting Marina and called for streetscape improvements, undergrounding of utilities, and landscaping of the public right-of-way. The public improvements have now been completed, greatly enhancing the appearance of the street and creating an attractive gateway into San Leandro.

One of the key objectives of the Marina Boulevard Overlay District was the redevelopment of marginal industrial sites with more lucrative commercial uses. This trend began with the redevelopment of Pacific High School as Marina Square Shopping Center in the early 1990s and has continued with the development of several new car dealerships during the past five years. The replacement of the vacant Safeway Preserves Plant and General Motors training facility with auto dealerships should establish a stronger identity of this area as a regional auto center. Meanwhile, Marina Square has emerged as a retail powerhouse, drawing shoppers from throughout the East Bay and providing a strong anchor for complementary retail uses along this corridor.

Continued development of the Marina Boulevard frontage with new auto dealerships and regional retail uses is recommended. Uses should capitalize and build on the success of Marina Square and the existing dealerships, particularly along the south side of the street where the parcels are deeper and can accommodate larger footprint buildings. Restaurants and other retail uses which serve the nearby business community and area residents would be desirable here. An emphasis on higher-end establishments, quality design, and landscaping is imperative, as this area provides the first impression of San Leandro for many visitors. Signage, banner, and design standards for auto dealerships must be strictly enforced.

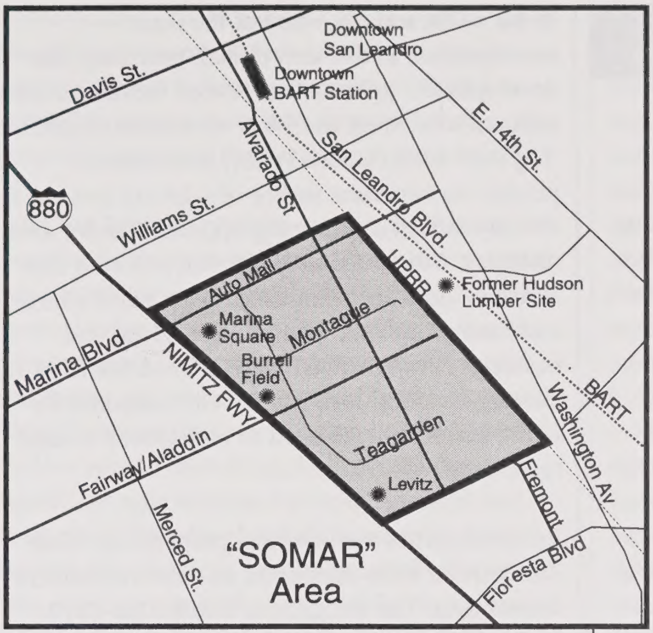
Close attention must be paid to the traffic impacts of any development along Marina Boulevard, given the potential for congestion at the signalized intersections and the I-880 ramps. Widening of the thoroughfare from four to six lanes is recommended from Orchard Avenue east to San Leandro Boulevard, along with improvements to the I-880 on-ramps. Specific mitigation measures such as turning lanes should be incorporated in new projects where appropriate.

East of Alvarado Street, the visual quality of Marina Boulevard declines and the landscape becomes semi-industrial. The uses in this area include open storage yards, mini-warehouses, a nursery, and even an old chicken processing plant. The smaller parcel sizes in this area and its proximity to the railroad create constraints to redevelopment with retail uses. If these constraints can be sufficiently addressed, reuse with additional auto dealerships or higher value commercial uses would be appropriate. This area's location at a City gateway warrants much higher standards of design and landscaping than presently exist.

South-of-Marina (SOMAR)

The "SOMAR" area is home to some 2,000 jobs in the transportation, distribution, storage, and wholesale sectors, and an additional 2,000 jobs in manufacturing, food-related industry, and high-tech industry. Most of the area was developed between 1940 and 1970; its location on the I-880 corridor between Oakland and San Jose and its easy access to the freeway has made it a desirable location for trucking and warehouse businesses for the past half century.

Despite its locational amenities, the South-of-Marina Area (SOMAR) currently lacks a distinct image. The district has a more transitional quality than the expansive industrial area west of I-880, with



evidence of encroachment by non-industrial uses in several places. Some of the buildings along Alvarado Street have been converted to discount furniture stores, while others possess an industrial-shopping center hybrid design.

There is ongoing pressure in the SOMAR area to adapt older buildings for new uses and to replace obsolete buildings with office/flex space. The entire area is contained within a joint City-County Redevelopment Project Area, providing the foundation for public investment, land assembly, and reuse. Given its proximity to the freeway, BART, and nearby residential neighborhoods, the area presents an opportunity for a long-term transition away from trucking and distribution toward technology-related activities. Preparation of a Specific Plan or Area Plan to guide this transition is recommended.

By the year 2015, SOMAR is envisioned as an energetic and attractive area of high-quality light industrial and research and development (R&D) buildings. A new identity for the area—characterized by attractive low-rise (one to three-story) buildings, campus-style green spaces, and pedestrian walkways—should be promoted as properties are sold or redeveloped. High design standards should apply throughout the area, with landscaping of street frontages and screening of storage areas. Partnerships with developers and local businesses should be pursued to create gateway monuments, entry features, and other aesthetic improvements within the area.

Complementary uses such as business services, restaurants, and open space would be desirable throughout SOMAR. As the District's "front door," Marina Boulevard provides a logical location for these uses. However, further encroachment by off-price retailers along Alvarado, Teagarden, and other SOMAR streets should be curbed so that this area may be preserved for higher-quality jobs. General residential uses are also regarded as inappropriate in this area because of the potential for conflicts with industry. Employer shuttles to BART, bicycle lanes, and other amenities should be promoted, both as a means of stimulating economic development and as a way to reduce the traffic impacts of a more dense employment pattern.

Many of the strategies for SOMAR are long-range. The area's transition will not happen overnight, and many of the existing uses may remain in place for the foreseeable future. Zoning Code changes should be phased in to encourage gradual land use transitions. Redevelopment should be used as a catalyst to spur private investment in this area, with the City marketing this area and providing outreach to targeted industries.

Please consult the following policies and actions for additional guidance on the Marina Boulevard and SOMAR areas: Policies 7.10 (South of Marina Business District) and 8.12 (Marina Boulevard), and Actions 7.10-A (SOMAR Area Plan), 7.10-B (Burrell Field), 16.02-B (Aladdin Extension), and 16.02-C (Widening of Marina Boulevard).

G. WEST SAN LEANDRO BUSINESS DISTRICT

The West San Leandro Business District encompasses some 1,500 acres west of I-880. It is a working and dynamic industrial district, containing nearly half of San Leandro's jobs and many of its major employers. The District is home to a diverse array of companies, including Albertsons, American National Can, Case Tractor, Coca Cola, Georgia Pacific, Goodyear Rubber, Maxwell Laboratories, and Otis Spunkmeyer. In 1998, the area provided 19,000 jobs, including 5,000 in manufacturing and 4,000 in wholesaling and distribution industries.

West San Leandro's history as an industrial center dates back to the 1940s and 1950s. The area emerged as a major manufacturing and distribution center during the post-war era, with enclaves of residential development on its perimeter. As the regional economy shifted away from heavy industry in the 1970s and 80s, some of the large manufacturers in this area closed, providing new development opportunities. Several former industrial sites at Davis Street and I-880 were redeveloped as "big box" retail centers. Today, these centers provide an important source of sales tax revenue for the City as well as shopping opportunities for area residents. Other sites have redeveloped with new industrial uses, including electronics manufacturing and food processing. In other cases, land and buildings have remained underutilized. Some of the existing building stock is not well configured for future needs and will need to be replaced as land redevelops.

In 1999, most of the industrial properties in West San Leandro were designated as a Redevelopment Project Area. The designation enables the City's Redevelopment Agency to acquire property, relocate businesses, and issue bonds for infrastructure and public facilities. The intent of the designation was to eliminate blight in the area through a combination

In a Nutshell...
The Report and Recommendations of the West San Leandro Advisory Committee

In 1997, the City Council appointed a diverse committee of 21 residents and businesspersons to develop a strategic plan for West San Leandro. The Committee's recommendations were issued concurrently with the creation of a new Redevelopment Project Area that included most of the West San Leandro industrial district.

The West San Leandro Advisory Committee focused on five key areas: (1) Conflicts between industrial and residential uses; (2) Youth programs and facilities; (3) Noise; (4) Traffic and trucks; and (5) Revitalization of the industrial and business areas. The Committee's Report includes a list of recommendations to direct future City initiatives on each topic.

Actions in the West San Leandro Committee Report were classified as immediate priority, high priority, or moderate priority. The Committee also identified longer-term recommendations for further study. The immediate priority items included:

- Development of City policies addressing truck traffic issues.
- Improving the access routes to the Marina.
- Extending Airport "gateway" improvements down the length of Doolittle Drive.
- Investigating Zoning Code revisions to address land use conflicts.
- Increasing the number of facilities and activities serving youth.
- Providing sound mitigation in targeted areas.
- Developing a unified strategy to address Oakland Airport impacts.

These recommendations, along with the high and moderate priority recommendations, are reflected in the policies and actions of the General Plan and the Focus Area discussion for West San Leandro. Some of the actions, such as the Zoning Code revisions, have already been initiated.

of public and private investment. As a precursor to the Redevelopment Project Area's formation, a Redevelopment Advisory Committee (RAC) was created to recommend short-term, mid-term, and long-term strategies for the area (see text box).

West San Leandro presents many opportunities for economic development. The area has the potential for new employment-generating uses, particularly general industrial and business service type uses. Opportunities for signature development exist on the vacant site formerly occupied by the Hohener Meat Company (near the west end of Davis Street), and on several sites along the Doolittle Corridor. Significant opportunities for redevelopment also exist along Eden Road, which is presently home to several auto wrecking and scrap metal companies. The entire area is well positioned for development that takes advantage of its proximity to Oakland Airport, major rail infrastructure, and easy access to the I-880 freeway. Future development could encompass a broad range of uses, from hotels and offices to international trade and shipping enterprises.

A number of measures, some already underway, will facilitate the area's revitalization. These include aesthetic and streetscape improvements along the major transportation corridors, assembly of small parcels to create more viable development sites, clean-up of contaminated soil on several sites, and removal of blighted or dilapidated structures. Zoning and land use regulations should provide the flexibility to respond to market trends while ensuring environmental protection, aesthetic improvements, and protection of nearby neighborhoods.

To preserve an environment suitable for industrial and technology activity, new retail and residential uses in the Focus Area should be strictly limited. While live-work uses may be appropriate on the perimeter as a transitional use to nearby neighborhoods and commercial areas, conventional housing development should not be allowed within the industrial area. Likewise, some expansion of the successful shopping hubs at Davis Street/I-880 and Marina Boulevard/I-880 may be appropriate, but retail development elsewhere in the area should be limited to businesses serving area employees.

As redevelopment occurs in West San Leandro, one of the major planning challenges will be mitigating the conflicts that currently exist between industrial and residential uses in the area. Parts of the industrial area are ringed by single family neighborhoods. General Plan policies support improvements to the interface areas through better buffering along residential edges. Higher standards for fencing, outdoor storage, and mechanical equipment should ensure that new industrial uses are properly screened from nearby homes. As industrial properties along the edge areas become available for sale or re-use, development with light (rather than general) industrial and other compatible uses will be required to create a better transition to nearby neighborhoods. Examples of compatible light industrial development already exist within the area, for example, at the east end of Bigge Street and along McCormick Street.

Another key to the revitalization of West San Leandro is the improvement of the area's circulation system. Physical barriers such as railroad tracks present obstacles to through-traffic, aggravating congestion at intersections. The problems could get worse as employment densities in the area increase. A number of specific improvements are recommended to facilitate circulation and direct truck traffic away from residential streets. Better signing of truck routes and improvement of key intersections to accommodate truck turns are recommended.

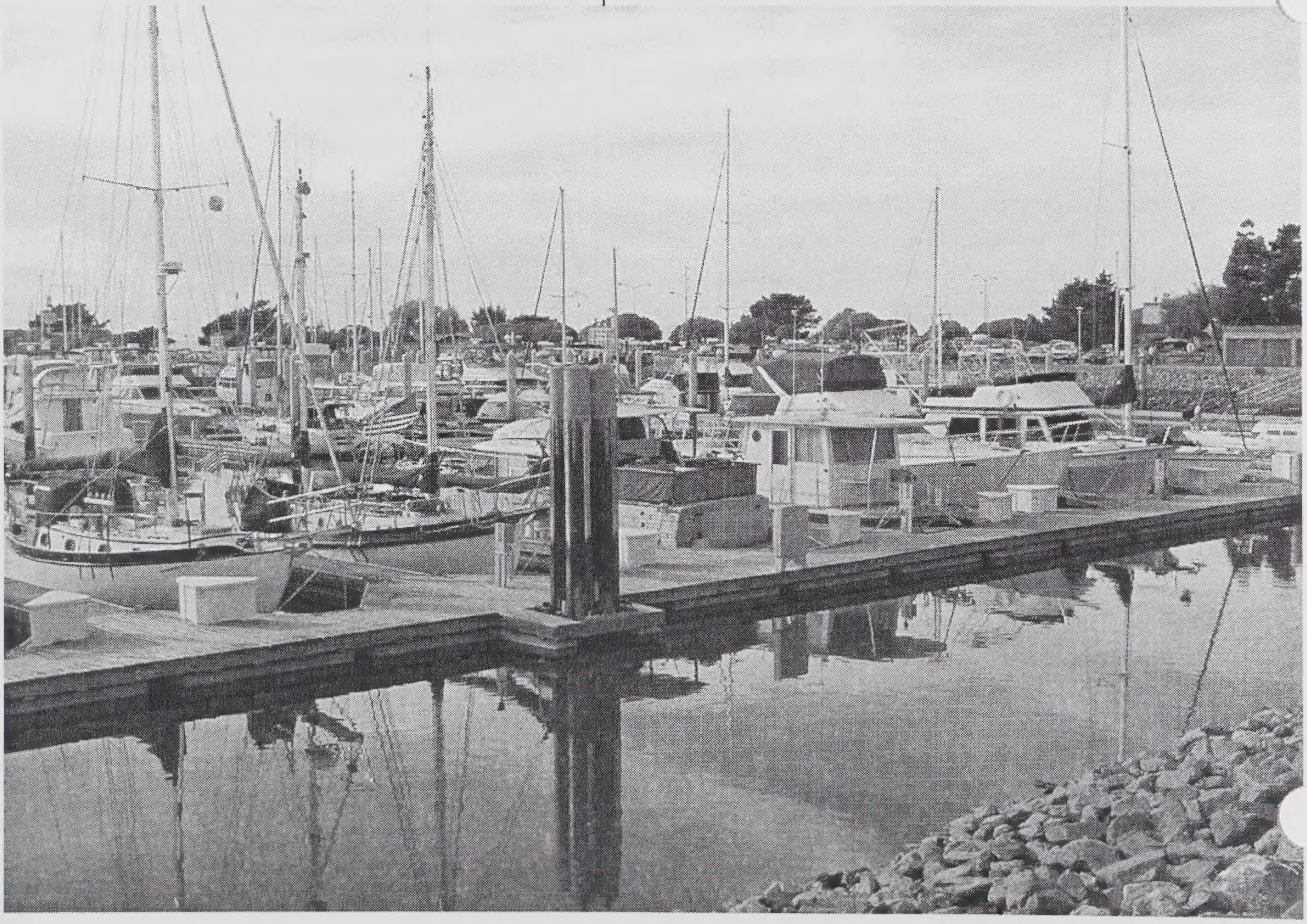
Please consult the following policies and actions for additional guidance on the West San Leandro area: Policy 7.09 (West San Leandro Business District) and Actions 7.09-A (Doolittle Gateway), 7.09-B (West Davis/Eden Road, 7.09-C (Hohener Property), 7.09-D (Timothy Drive Neighborhood Improvements), 15.03-A (Public-Private Partnerships for Shuttle Service), 16.08-B (Truck Traffic Improvements), and 17.05-A (West San Leandro Street Improvements).

H. SAN LEANDRO MARINA

Located at the west end of Marina Boulevard along San Francisco Bay, the San Leandro Marina is the centerpiece of the City's largest recreation area. It contains a mix of active recreational and commercial uses, including a 466-slip public marina, two yacht clubs, a hotel, and two large restaurants. The Marina was constructed in the early 1960s with fill dredged from San Francisco Bay. Its development was part of a larger shoreline improvement project that included the nearby 18-hole Tony Lema Golf Course, the 9-hole Marina Golf Course (together now known as Monarch Bay), and the 30-acre Marina Park.

The Focus Area is limited to the roughly 40-acre area on the west side of Neptune Drive between Marina Boulevard and Fairway Drive. This area consists of two peninsulas encircling the boat basin and includes the existing El Torito and Horatio's Restaurants and the Marina Inn. Three development opportunity sites totaling approximately 10 acres have been identified within this area. Each site offers unique opportunities for new commercial uses that take advantage of the waterfront location, panoramic views, and proximity to nearby recreational amenities.

As San Leandro's "window" to the Bay, the Marina offers unique opportunities as a community showcase. The City's objective is to attract a mix of water-oriented uses which are compatible with the Marina's recreational character and which enhance its appeal as a destination for East Bay residents and visitors. There is particular interest in new uses which will accommodate airport-related travelers, including hotels, restaurants, and conference/meeting facilities. Ancillary retail or office uses would also be appropriate. Uses that maximize the City's return on its investment in the Marina and golf courses, provide a funding source for dredging and other Marina operations, and enhance the existing park areas, are strongly encouraged.



Because the Marina is the "crown jewel" in the City's park system, high design standards will be required as future development takes place. New development should tie together the commercial and recreational uses that are already in place, with clear pedestrian connections provided. Building and landscape design should reinforce the sense of the Marina as a pedestrian-friendly destination. Provisions for public amenities in new projects, such as picnic areas, shoreline walkways, lawns, and entry improvements, should be strongly encouraged.

The City envisions the Marina as a community focal point—a place for family gatherings and celebrations—as well as a haven for business travelers. New activities and special events should be pursued, particularly those with the potential for revenue generation. Farmers markets, golf tournaments, community fairs, and similar events could contribute to the perception of the Marina as San Leandro's playground. Historic markers that recall the area's past as an oyster farming and shipping area should be pursued.

The feasibility of ferry service to San Francisco also should be explored, providing an added draw for visitors and increasing foot traffic through the area. Ferries could serve residents, commuters, and visitors. In the latter case, the ferries could link Marina hotels to recreational destinations such as Pac Bell Park and Fisherman's Wharf, or business destinations such as San Francisco's Financial District. Feasibility studies for ferry service must consider not only the economics of construction and operation, but landside impacts such as parking and traffic.

One of the most important strategies for this Focus Area relates to the access routes between I-880 and the Marina. The area currently suffers from a number of circulation constraints, including poor visibility from the freeway and proximity to residential areas where traffic impacts are a serious concern. Both Marina Boulevard and Fairway Drive traverse industrial areas as they approach the Marina, providing a less than optimal first impression. Streetscape improvements such as street trees and landscaping should create a more attractive entry.

Ultimately, redevelopment along Marina Boulevard should strive for uses with greater "curb appeal." Such changes would provide the added benefit of improving the gateway to the Mulford Gardens and Marina Faire neighborhoods. Future signage changes could also route a larger number of Marina-bound trips to Fairway Drive. More substantial changes could be considered in the long-run, including the redesign of intersections or even a new north-south street to direct Marina traffic to Fairway.

The balance between environment, recreation, commerce, and neighborhoods in and around the San Leandro Marina is a delicate one. Future development must be particularly sensitive to potential impacts on nearby wetlands, parks, and residential areas. A comprehensive perspective, starting with a long-range plan for the entire San Leandro shoreline and adjacent neighborhoods, is recommended.

Please consult Goal 9 and related policies and actions for additional Guidance on the Marina area.

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I. MACARTHUR CORRIDOR

MacArthur Boulevard extends from the Oakland border south for approximately a mile on San Leandro's northeast side. During the first half of the 1900s, MacArthur was the primary highway linking the Central East Bay with the Livermore Valley and points east. Some of the automotive businesses and vacated storefronts along the street are remnants of that era.

Construction of the I-580 Freeway in the 1960s changed the character and function of the street and rendered many uses along MacArthur obsolete. Bypassed by the Freeway, the northern half-mile of the street experienced a period of general decline and disinvestment. The southern half-mile became a freeway frontage road, with commercial uses along the west side and the imposing wall of the freeway on the east. In both areas, the variable condition of the commercial areas stands in contrast with adjacent residential neighborhoods, which have retained their consistently high quality.

The City adopted a Streetscape Plan for MacArthur Boulevard in February 2001 to improve the pedestrian environment, beautify the street, soften the freeway's presence, and stimulate revitalization of the commercial areas. The recommended urban design improvements should be complemented by land use strategies which reflect the different physical environments along the various sections of the street. While mixed use development is called for along the length of MacArthur, physical conditions suggest that residential uses be emphasized in some areas and commercial uses emphasized in others. This approach is supported by the North Area Plan (see text box on Page 112), which encompasses this area.

Retail and service uses should be clustered in the areas between Durant Avenue and Broadmoor Boulevard, Victoria and Superior Avenues, and along the west side of the boulevard between Dutton and the Estudillo (Rite Aid) Shopping Center. Residential uses should be conditionally acceptable, but should be secondary to the commercial uses (e.g., located above or behind the commercial uses). Conversely, residential and office uses should be emphasized in the area between Broadmoor Boulevard and Victoria Avenue. Between Superior and Dutton, the street grid and freeway ramps make mixed use development problematic. In this area, a range of civic and commercial uses such as small offices and service businesses should be encouraged.

The goal in the Dutton to Estudillo area is to create a "Main Street" environment in which people can comfortably walk to businesses and shops. Locally-oriented businesses should reinforce the role of this area as a neighborhood shopping hub for the Estudillo Estates, Broadmoor, and Bay-O-Vista Districts. New construction should strengthen the character of existing architecture and should be sympathetic to the area's historic form and scale. Architectural design guidelines for the corridor are set forth in the North Area Plan. These guidelines remain appropriate and should be implemented as new development takes place.

Please consult the following policies and actions for additional guidance on the MacArthur Corridor: Policy 8.11 (MacArthur Corridor) and Actions 8.10-A (North Area Plan), 8.11-A (MacArthur Boulevard Streetscape Plan), 8.11-B (MacArthur Community Planning Process), 8.11-C (Rezoning of MacArthur Corridor).

J. MID-WASHINGTON CORRIDOR

Washington Avenue stretches more than three miles from the Downtown San Leandro Plaza south to San Lorenzo Creek. The street was initially developed in the 1850s as a plank road linking San Leandro to a wharf in San Lorenzo. It later became a major thoroughfare between the north and south sides of the City and is now the primary gateway into Downtown from the Floresta and Washington Manor areas. Although the entire length of the street warrants close attention, the Focus Area is limited to the roughly one mile section between San Leandro Boulevard and Halcyon Drive. More than any other part of the street, this section has the greatest potential for change and the most extensive opportunities for improvement.

This section of Washington Avenue is presently characterized by a mix of commercial services, light industrial uses, and two major industrial anchors—Ghirardelli Chocolate on the north and Kraft/General Foods on the south. Existing uses on the corridor include a bakery outlet store, a trucking company, brick and stone sales, a furniture store, mini-warehouses, a lumberyard, and several auto body and paint shops. The corridor also includes a new 165,000 square foot office/warehouse that is home to K/P Printing.

The Mid-Washington Corridor is expected to retain its light industrial quality over the next 15 years. The Corridor provides an appropriate setting for the types of uses that presently exist there, including construction products sales and automotive repair. The key objective is to improve the visual quality of these uses and make Washington Avenue a more attractive gateway into Central San Leandro. Design standards should ensure that new buildings are attractively designed and landscaped, and that outdoor storage areas are well screened. Public improvements, such as tree planting, banners and gateway monuments, billboard removal, landscaping, and the undergrounding of utilities should also be pursued here.

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K/P Corporation
California Print Division

As sites become available for reuse, the opportunity to replace existing uses with higher value uses should be considered. The light industrial designation could accommodate additional uses like K/P Printing, as well as a limited number of manufacturing uses. Given the proximity of this area to residential neighborhoods, uses that generate large volumes of truck traffic should be discouraged. Future uses could take advantage of the established presence of construction suppliers on this corridor, or the presence of the food processing industries. This could enable this area to develop a regional reputation as a center for such products (i.e., "Contractor's Row" or "Food Services Row.") Residential uses are not regarded as appropriate along Mid-Washington Avenue due to the potential for conflicts with industrial uses and the ingress and egress constraints along the street.

See the following policies and actions for additional Guidance on the Mid-Washington Avenue corridor: Policy 7.11 (Mid-Washington Avenue Business District) and Actions 7.11-A (Rezoning Mid-Washington Avenue to Light Industrial) and 16.06-A (Washington Avenue Underpass).

BEYOND THE CITY LIMITS: SAN LEANDRO'S PLANNING AREA

A. OVERVIEW

Development outside the City limits has the potential to significantly affect San Leandro neighborhoods and business districts. This is especially true in the area sometimes referred to as "unincorporated San Leandro," located east and southeast of the City. Many residents and businesses in this area—which includes Ashland, Hillcrest Knolls, the County Hospital complex, and western Castro Valley—have San Leandro addresses and use San Leandro services and community facilities.

The Alameda County Local Agency Formation Commission (LAFCO)—the County Commission charged with reviewing proposals for annexation—has designated these communities as San Leandro's *sphere of influence*. The sphere is defined by the California Government Code as the "probable ultimate physical boundaries and service area" of a city. Cities are empowered by the State to consider these areas and other unincorporated areas that bear relation to the city's future in their general plans. In theory, this provides cities with a means of shaping the future of areas they will eventually annex.

The inclusion of Ashland and western Castro Valley in San Leandro's sphere dates back to the early 1960s when the Alameda County LAFCO was first created. At that time, San Leandro was operating under a General Plan that called for the annexation of more than four square miles to the east and southeast of Bayfair Mall. The 1958 General Plan envisioned City limits that would eventually extend south beyond Highway 238 to Hayward, and nearly as far east as the present-day Castro Valley BART Station. More 41,000 residents were ultimately envisioned for this area.

For a variety of reasons, these areas were never annexed and continued to develop under the jurisdiction of Alameda County. Most public services, including planning and building, are still provided by the County today. Special districts provide community services such as wastewater treatment and education. The area has grown steadily over the past 40 years, transforming from a semi-rural area of greenhouses, nurseries, and post-war subdivisions into a more urban and diverse community. In 2000, Ashland had a population of about 19,000, while western Castro Valley's population was about 10,000.

The communities comprising the San Leandro sphere of influence are shown in Figure 3-6. The sphere boundary has not been amended since 1963. Although there are no plans to annex Ashland or western Castro Valley, these areas remain of interest to the City. The City is also interested in expanding the sphere to include the former San Leandro Rock Quarry, located east of the City on Lake Chabot Road.

The following sections of the Plan identify the City's current concerns and strategies for unincorporated San Leandro. Because primary planning authority in these areas rests with the County, the discussion is more generalized than that for land within the City limits. The Alameda County General Plan, along with the County Area Plans and Specific Plans that cover these areas, should be consulted for further information and guidance.

Figure 3-7 presents the Land Use Plan for the San Leandro sphere of influence. The Plan reflects the County designations depicted in the Eden Area Plan (for Ashland and Hillcrest Knolls), the Castro Valley Area Plan, and the Ashland-Cherryland Business District Specific Plan. Most of the General Plan designations for these areas reinforce existing patterns of land use. The emphasis is on infill and redevelopment rather than outward expansion of the urbanized area. No changes to the County's designations have been proposed by the City.

The City has no planning jurisdiction over unincorporated San Lorenzo or the City of Oakland. However, development in these areas may impact San Leandro as much (or even more) than development in the City's sphere of influence. The Cities of San Leandro and Oakland have been working for several years to address issues of mutual concern, strengthen the bonds between the two communities, and jointly plan for areas along their common borders. These collaborations should continue in the future.

B. ASHLAND

The unincorporated community of Ashland occupies the triangular-shaped area bounded by Hesperian/ Bayfair on the west, San Lorenzo Creek on the south, and I-580 on the east. Ashland was once a major truck farm and greenhouse area, although little of its agricultural past is evident today. The community is mostly residential, with homes ranging from century-old cottages to recent subdivisions. Some of the housing consists of 1950s-era tracts similar to those in San Lorenzo and Washington Manor. However, other parts of the area were developed to County standards, with large lots, narrow streets, and no sidewalks or curbs. The area appears to be a patchwork of older and newer development, sometimes with little continuity from one block to the next. Some of the older housing is in poor condition and is in need of rehabilitation.

Ashland also has several large pockets of higher density housing. Two and three-story apartment blocks, many dating from the 1960s, are located east of East 14th Street between 159th and 165th Avenues. Pockets of higher density housing also exist along Ashland Avenue and San Lorenzo Creek. The quality of this housing is extremely variable. The City of San Leandro is particularly interested in County programs that improve blighted residential properties in Ashland and address the safety and security issues that have arisen at some of these properties.

Commercial uses in Ashland are generally located along East 14th Street and Lewelling Boulevard. The East 14th "strip" includes a large number of car dealerships and auto service uses, while Lewelling contains a mix of retail, service, office, and residential uses. Some of the commercial properties are vacant or underutilized and have been identified by the County as candidates for redevelopment.

The Ashland area includes San Lorenzo High School, a handful of elementary schools, parks and public uses, and a few light industrial uses along the Union Pacific railroad. Ashland also includes the original townsite of San Lorenzo, located to the northeast of Lewelling and Hesperian Boulevards. Although little remains of the old town, there are a number of homes dating from around 1900 as well as a historic cemetery and church. Preservation of these resources and additional recognition of their historic significance would be desirable and would complement San Leandro's own historic preservation efforts.

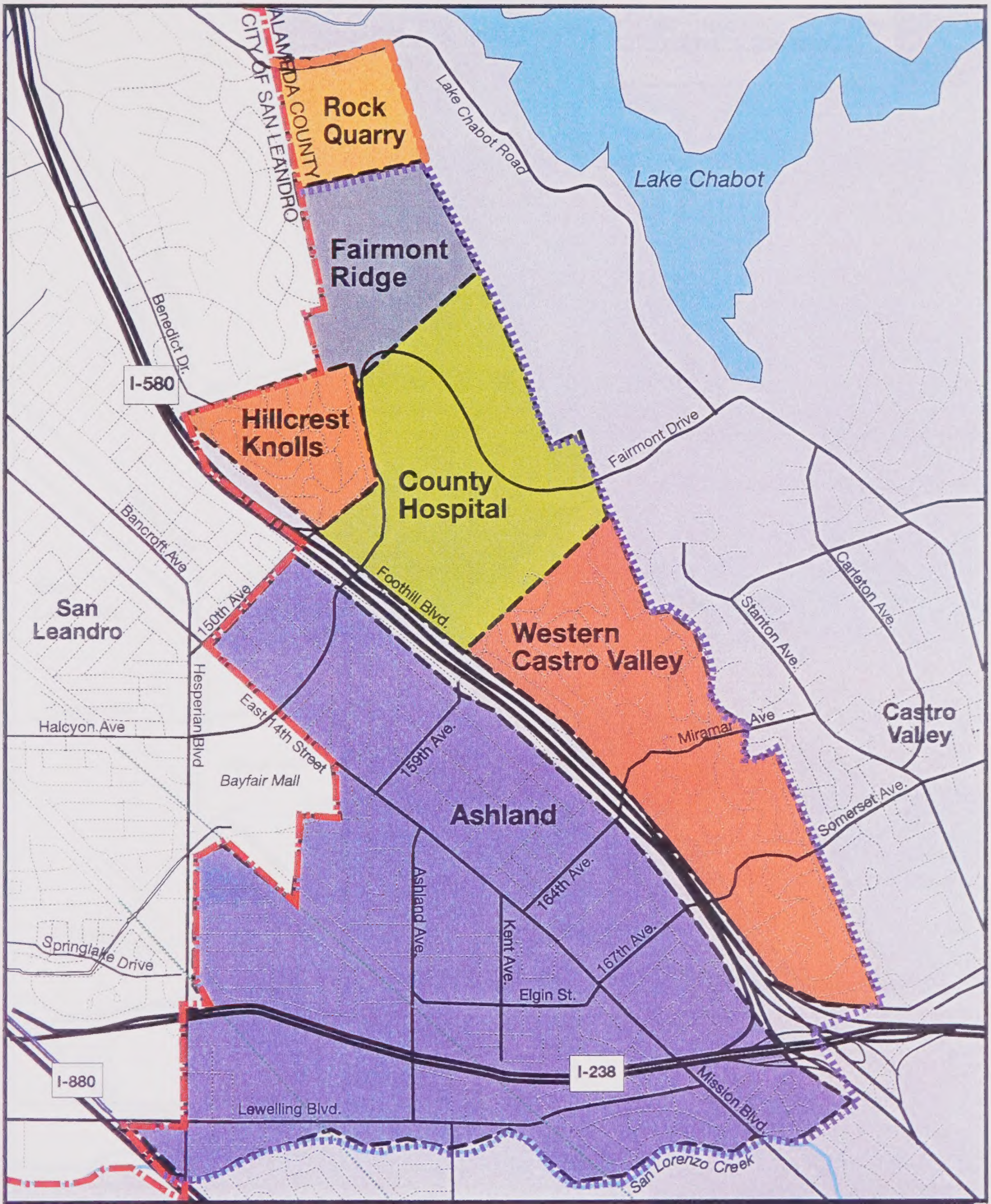
Long-range plans for Ashland call for revitalization of the East 14th and Lewelling business districts, rehabilitation of substandard housing, and streetscape improvements along major thoroughfares. Major increases in population are not expected. ABAG projects that Ashland will add about 290 households during the next 20 years (about a four percent increase). Most of this development will occur as infill on underutilized sites. No major changes in land use patterns are expected, although more intensive use of property along East 14th Street may occur.

The County's land use plan designates the two-mile East 14th Corridor southeast of Bayfair as "General Commercial or Medium/High Density Residential." This is the County's equivalent to San Leandro's "Corridor Mixed Use" designation. It allows either residential, commercial, or mixed use development, with densities of up to about 40 units per acre. The Ashland-Cherryland Business District Specific Plan includes further standards for how this corridor should be developed and includes an action plan to finance and build specific public improvements. The Ashland Business District is also contained in a Joint City-County Redevelopment Project area that extends into San Leandro along East 14th Street.

In A Nutshell...
The Unincorporated San Leandro Planning Area

The San Leandro Planning Area includes three-square miles of unincorporated Alameda County located to the east and southeast of the City. Although this area is beyond the City limits, its development has the potential to affect San Leandro neighborhoods and business districts. State law provides the City with the authority to advise the County on its vision for this area through the General Plan. Accordingly, this section of the General Plan establishes the following objectives:

- Work collaboratively with the City of Oakland and Alameda County to address land use, transportation, public safety, and other issues of mutual concern along and beyond the San Leandro City boundaries.
- Actively participate in the review of development and capital improvement proposals for the San Leandro sphere of influence, including Ashland, Hillcrest Knolls, Fairmont Ridge, the County Hospital, and western Castro Valley.
- Pursue the addition of the former rock quarry to the San Leandro Sphere of Influence, to provide the City with greater authority over planning decisions on the site and ensure that the interests of San Leandro residents are represented.
- Support the continued improvement and beautification of the Ashland District, particularly the commercial properties along East 14th Street.
- Maintain Fairmont Ridge as open space, conserving its unique ecological features while minimizing wildfire hazards and supporting passive recreational improvements such as trails.
- Actively participate in long-range planning for the County Hospital properties.
- Conserve the rural-residential character of the Hillcrest Knolls area.
- Promote the preservation of historic resources in the old San Lorenzo Village area (northeast of Lewelling and Hesperian).
- Participate in ongoing discussions regarding the possible incorporation of Castro Valley, and plans for the Western Castro Valley area.


ALAMEDA COUNTY
CITY OF SAN LEANDRO
Rock Quarry
Lake Chabot Road
Lake Chabot
Fairmont Ridge
Benedict Dr.
I-580
Hillcrest Knolls
County Hospital
Fairmont Drive
Bancroft Ave
Foothill Blvd.
150th Ave.
San Leandro
Western Castro Valley
Carleton Ave.
Stanton Ave.
Castro Valley
Miramar Ave
Hesperian Blvd
East 14th Street
Halcyon Ave
159th Ave.
Bayfair Mall
Ashland
Somerset Ave.
164th Ave.
Ashland Ave.
Kent Ave.
167th Ave.
Springlake Drive
Elgin St.
I-880
I-238
Mission Blvd
Lewelling Blvd.
San Lorenzo Creek
N
W
E
S
0'
500'
1000'
2500'

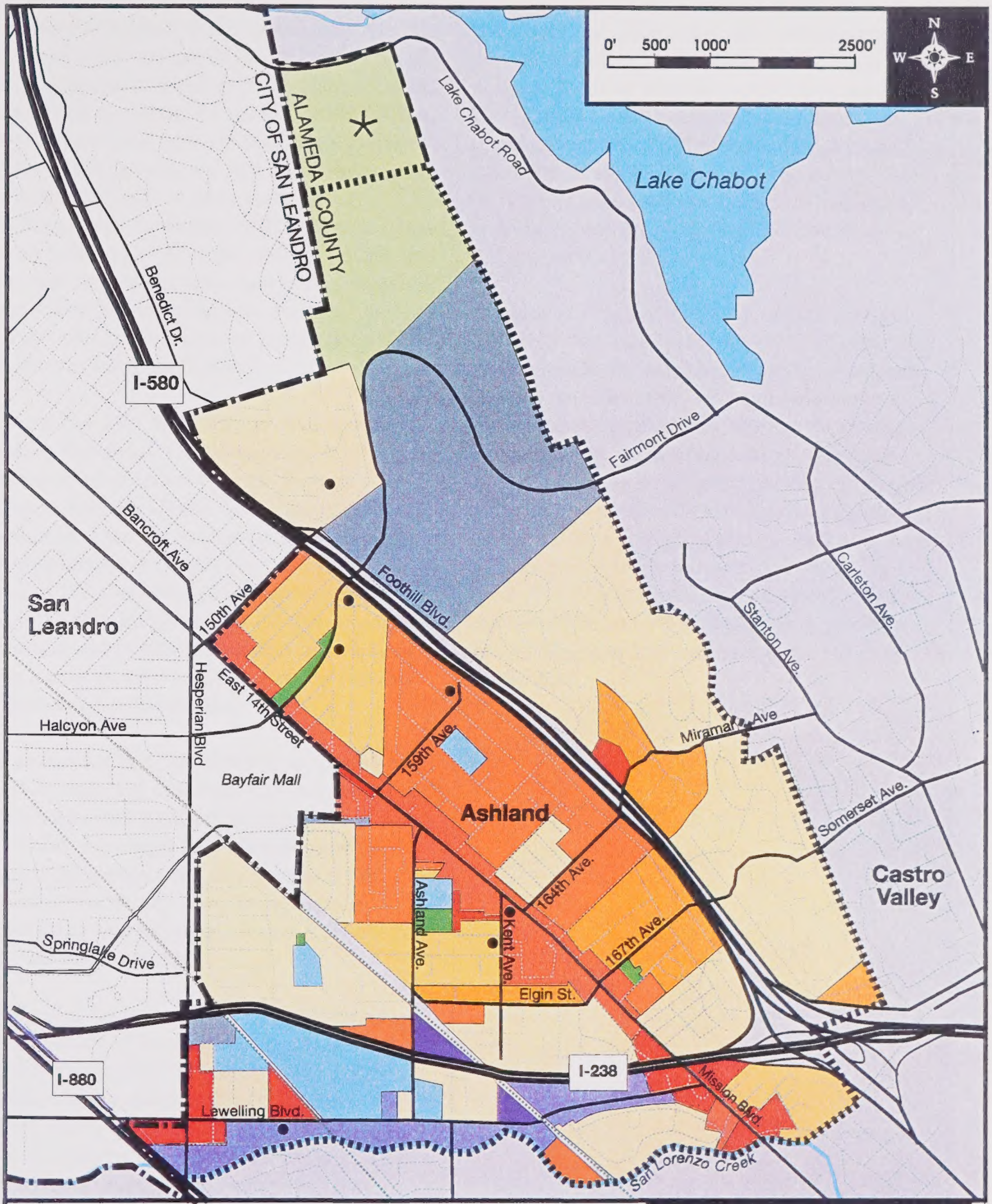
LEGEND

- 🟥 City Limit
- ▮▮▮ Sphere Boundary
- 🟧 Proposed Sphere Amendment

UNINCORPORATED SAN LEANDRO PLANNING AREA

FIGURE 3-6

San Leandro General Plan Update, 2002



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ALAMEDA COUNTY
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I-580
Fairmont Drive
Bancroft Ave
San Leandro
150th Ave
Foothill Blvd.
Carleton Ave.
Stanton Ave.
Hesperian Blvd
East 14th Street
Halcyon Ave
159th Ave.
Miramar Ave
Bayfair Mall
Ashland
Somerset Ave.
Castro Valley
164th Ave.
Ashland Ave.
Kent Ave.
167th Ave.
Springlake Drive
Elgin St.
I-880
I-238
Lewelling Blvd.
Mission Blvd.
San Lorenzo Creek

LEGEND
Low Density Residential
Low-Medium Density Residential
Medium Density Residential
High-Medium Density Residential
● Neighborhood Commercial
General commercial
General commercial or High-Medium Density Residential
General Commercial or Low Density Residential
Industrial
Public
School
Park
Major Open Space
City Limit
Sphere Boundary
Proposed Sphere Amendment
* Future Study Area

UNINCORPORATED AREA LAND USE DIAGRAM

FIGURE 3-7

San Leandro General Plan Update, 2002

Those parts of Ashland which immediately abut San Leandro or which are gateways into the City are of particular interest to San Leandro residents. The City limits literally run down the center of 150th Avenue, East 14th Street, and parts of Hesperian Boulevard for over a mile, leaving one side of the street under City jurisdiction and the other under County jurisdiction. Even the Bayfair BART Station straddles the City limits, with half of the station's parking lot in San Leandro and the other half in the County. There is little distinction between the "City" and "County" sides of the line; most people perceive both sides as being San Leandro.

Likewise, East 14th Street/Mission Boulevard, Lewelling Boulevard, and Fairmont Drive all traverse unincorporated areas between the freeway exits and the San Leandro City limits. These busy gateway streets present the first impression of San Leandro to tens of thousands of people every day. Fairmont Drive has been attractively landscaped and designed. Other gateways from the unincorporated area would also benefit from improvements that create a more positive impression of San Leandro for visitors and residents alike.

Improvement of East 14th Street in the Bayfair Area is already underway (see Page 114). It is hoped that these changes will spark private reinvestment along the corridor and trigger the redevelopment of marginal commercial uses. As a partner in the Redevelopment Project Area, San Leandro is committed to working closely with the County to make this vision a reality.

Elsewhere in Ashland, the City supports continued implementation of the Alameda County General Plan. The City strongly supports County efforts to upgrade housing, enforce blight ordinances, improve public safety, and promote private and public investment along the area's corridors. Major capital improvement projects within this area include the widening of Highway 238 and the widening of Lewelling Boulevard. Both of these projects may affect traffic circulation within San Leandro and will be closely monitored by the City.

The County presently refers major development proposals or plans for the Ashland area to the City of San Leandro for courtesy review and comment. This practice should continue in the future. San Leandro is particularly interested in the impacts of proposed development on traffic and public services, including schools. Additional long-range planning by and for the Ashland community is strongly encouraged by the City.

The pros and cons of annexing Ashland have been debated in San Leandro for more than 40 years. The benefits would include the City's ability to influence land use decisions in the area and collect tax revenues from development. The key disadvantage is the high cost of providing services to this area, and perhaps more significantly, the cost of bringing parts of the area up to City standards. The dialogue over annexation should continue in the future, with an emphasis on the areas around Bayfair Mall and the Bayfair BART Station. The east side of East 14th between 150th and 159th Avenues is of particular interest, since the area is integral to the future of Bayfair Mall.

C. HILLCREST KNOLLS/ FAIRMONT RIDGE

Hillcrest Knolls is a residential area of about 300 homes located adjacent to the San Leandro City limits on the east side of I-580. The area is characterized by narrow, winding streets, hilly terrain, and single family homes in a country setting. The area is mostly built out, with some potential for infill housing. The Alameda County General Plan maintains the status quo in Hillcrest Knolls, with a "low density residential" designation applied.

Fairmont Ridge consists of a large open hillside to the east of the Bay-O-Vista neighborhood. The ridge is an important visual resource for San Leandro and provides a picturesque backdrop for much of the City. Most of the land was acquired by the East Bay Regional Park District in the early 1990s. The land is designated as Open Space by the County General Plan and there are no plans for additional development there. Due to the steep slopes and aesthetic and ecological value of the area, the ridge is envisioned as a conservation area rather than an area for active recreation. The City supports plans for trails and staging areas on the site, and continued management to reduce fire hazards and protect natural resources.

At the south end of Fairmont Ridge, the County Hospital complex includes a campus of public buildings along Fairmont Drive and Foothill Boulevard. These buildings include the County Health Department, juvenile justice facilities, maintenance facilities, traffic hearing offices, and a variety of other County offices and service facilities. The County General Plan designates these areas for Public uses. However, most of the landholdings are undeveloped and some of the facilities face an uncertain future. Communication between the City of San Leandro and Alameda County on these areas is important and should continue in the future.

D. WESTERN CASTRO VALLEY

Western Castro Valley includes the area along the east side of Interstate 580 from the County Hospital to Highway 238. The sphere of influence encompasses land west of the crest of the hill, including subdivisions along Foothill Boulevard and Miramar and Somerset Avenues. The area is characterized by single family "view" homes, most built in the 1950s, 60s, and 70s. Closer to I-580, there are several low-rise apartment complexes, motels pre-dating the freeway's construction, and local-serving commercial uses. This area is less integral to San Leandro than other parts of the sphere of influence. Much of the area is perceived as being part of Castro Valley, and would probably be included in Castro Valley if that community were to incorporate.

As in Ashland and the Ridge/Hospital area, the Alameda County General Plan reinforces existing land use patterns. A majority of the area is designated for low or suburban density development. A small area of medium density and commercial development is shown at Miramar Avenue and I-580. County Plan policies anticipate a minimal amount of new homes and jobs in this area and emphasize compatible infill development. The Castro Valley Area Plan is currently being updated and will soon be available for review by the City of San Leandro.

Annexation of western Castro Valley to San Leandro during the next 15 years is unlikely. The City will continue to participate in the review of major development and transportation proposals in this area in the future, along with other changes that could affect services and infrastructure in San Leandro.

E. FORMER SAN LEANDRO ROCK QUARRY

The former San Leandro Rock Quarry is located immediately east of the City limits on the south side of Lake Chabot Road. The Quarry was established in 1886 and provided high quality rock and construction material to communities throughout the East Bay for 100 years. In 1986, the Quarry was closed; the 58-acre site was graded and terraced, and a series of flat areas, benches, and engineered slopes was created. The portion of the site closest to the City limits was later developed as a golf driving range, while the rest of the site remained undeveloped.

The Quarry is currently outside of San Leandro's sphere of influence and is governed by Alameda County's land use regulations. The County General Plan designates the site for open space uses, with a corresponding Agricultural zoning designation. However, because the site adjoins the City limits and has been an integral part of adjacent San Leandro neighborhoods for many years, it is important to address its future use within the City's General Plan. Any development on the site would require City of San Leandro services and most traffic to and from the site would use San Leandro streets.

Previous General Plans for San Leandro anticipated that this area would eventually be annexed to the City and developed with low-density residential uses. The 1989 Plan envisioned densities of about three units per acre, similar to the nearby Bay-O-Vista neighborhood. Clustering of homes was encouraged so that the steeper portions of the site could be retained as open space. The 1989 Plan noted that the site's environmentally sensitive character required particularly high design standards. The Plan also identified the site as a good candidate to capture some of the demand for higher-end or "executive" housing within San Leandro.

During the 1990s, several development proposals were made for the Quarry site, each combining single family housing and open space. The proposals generally called for single family homes on the flatter portions of the site and open space conservation on the steeper slopes. Extensive geologic investigations were made and several environmental impact reports were prepared. However, neighborhood concerns over the visual impacts of development on nearby parklands and developer concerns over geologic hazards presented obstacles to the Quarry's reuse. Finding the right balance between open space and development on the site remains an issue that will be subject to further discussion in the coming years.

This General Plan does not specify a new land use designation for the Quarry site, but rather identifies it as a "Future Study Area." Following adoption of the General Plan, procedures to bring the site into the City's sphere of influence should be initiated. This will allow greater local control over the site and accommodate its eventual annexation to San Leandro. The flexibility to consider a broad range of proposals for the Quarry should be retained throughout this process and into the future.

CHAPTER 4

Transportation

CHAPTER 4

TRANSPORTATION

A. OVERVIEW

The Transportation Element addresses the movement of people and goods in and around San Leandro. It is comprehensive and far-reaching, addressing not only vehicle traffic, but also public transit, bicycles and pedestrians, rail, and even air and water travel. The Element addresses a wide range of public safety, environmental, and social equity issues associated with transportation.

Transportation has always been an important issue in San Leandro. The City's location affords quick access to many of the major freeways, bridges, transit lines, railroads, and airports serving the region. At the same time, San Leandro's location between the region's major centers of employment growth and its major centers of housing growth make it especially vulnerable to traffic congestion. Traffic in the City has become noticeably worse during the past two decades, raising environmental and economic concerns as well as stress levels. Time and time again, surveys of Bay Area residents conclude that traffic is among the greatest threats to the quality of life in our region.

For many years, the response to traffic congestion was to add more capacity to our street and highway system. These improvements helped provide mobility and spurred great economic growth in the Bay Area, but also encouraged a land use pattern where a private automobile is almost a necessity to get around. Today, the emphasis has shifted to a more balanced approach, integrating other modes of transportation and linking land use and transportation decisions more carefully. In San Leandro as in other cities in the East Bay, it is no longer feasible to respond to traffic simply by adding more freeway lanes or building more roads. Fundamental changes in travel patterns and habits are needed.

The first step toward improved mobility in San Leandro is to reduce dependence on single occupancy vehicles. This General Plan, and the Transportation Element in particular, move the City in that direction. The emphasis of the Element is on providing more diverse transportation options and making sure these options are convenient, safe, and affordable. The General Plan's land use and community design policies reinforce the Transportation Element by promoting a development pattern where public transit, bicycling, and walking can be more easily supported.

At the heart of the Transportation Element is a series of goals and policies to guide transportation decisions during the years ahead. To set the context for the goals and policies, the Element begins with a description of transportation modes in the City. It presents traffic forecasts for 2015, providing the basis for a list of recommended improvements along with a discussion of plans and programs for each transportation mode.

Although the Element's focus is on the City's circulation system, several other important issues are addressed. These include traffic safety, neighborhood traffic management, parking, and intergovernmental coordination.

B. TRANSPORTATION AND LAND USE

One of the first priorities set by the GPAC's Transportation Subcommittee was to ensure that the City's plans and programs recognize the link between transportation and land use. In practice, this means encouraging more compact development around transit stations and major bus lines, integrating a variety of land uses within new projects, and ensuring that the urban environment is designed first and foremost for people rather than cars.

Integrating land use and transportation means that long-range plans should be scaled to reflect traffic constraints on the City's road network. In other words, the intensity of building allowed by the Zoning Code should recognize the capacity of streets and intersections. Where roadway capacity cannot be increased, it may be necessary to scale back the amount of development planned, or expand alternative modes of transportation. This is the case in parts of the City's industrial districts, where some of the intersections are already close to capacity. As these areas redevelop, shuttle buses and other forms of transit will be needed to reduce the number of new vehicle trips generated and allow the road network to continue functioning acceptably.

The commitment to integrated land use and transportation planning is particularly important around the BART Stations and along East 14th Street. These areas have been planned to maximize opportunities for future transit use. In each case, a combination of office, residential, retail, and open space uses is planned, to facilitate walking, bicycling, and access to the bus and BART system.

Some of the specific ways in which the land use and transportation connection is recognized in the General Plan are highlighted in the box on the following page.

Integrating Land Use and Transportation Planning

The San Leandro General Plan includes several concepts aimed at integrating land use and transportation planning.

To ensure that transit-accessible land is efficiently used, the Plan includes:

- A transit village around the Downtown BART Station, including a mix of office, commercial, and high-density residential uses, integrated with parks, plazas, and open spaces.
- Minimum density requirements for housing around the Downtown BART station and along major transit corridors such as East 14th Street.
- Guidelines to encourage pedestrian-oriented design around BART, Downtown, and along transit corridors.
- Policies to locate new public facilities along transit routes.

To ensure that development reflects road capacity constraints, the Plan includes:

- A sliding scale for floor area ratio (FAR) in industrial areas, with the base FAR to be reduced (through a Zoning Code amendment) from 1.0 to 0.8 on most parcels to avoid development which exceeds the capacity of the transportation system.
- Level of service standards for major intersections.
- Siting of regional commercial uses around freeway interchanges rather than in neighborhoods or industrial districts.
- Requirements to re-assess parking needs when older industrial buildings are converted to higher intensity uses such as offices.

To improve the transportation system to respond to the Land Use Plan, the Plan includes:

- Improved transit service along East 14th Street to support planned higher density housing.
- An improved connection for pedestrians and bicycles between the Bayfair BART Station and Bayfair Mall.
- A comprehensive list of road and intersection improvements.
- Periodic review of the Development Fee for Street Improvements (DFSI) to ensure that it adequately covers the cost of needed improvements.

To reduce the amount of traffic generated by new development, the Plan includes:

- A commitment to balance job growth and housing growth to avoid the need for regional cross-commuting.
- Incentives for employers to participate in BART shuttle services, and to develop ridesharing, carpooling, and flextime programs.
- Opportunities for live-work and mixed use development to reduce commute hour traffic and shorten trip lengths.
- Promotion of business services, restaurants and other employee-serving uses in industrial areas to reduce the need for long trips during the workday.

Bicycling and Walking

San Leandro is taking steps to encourage bicycling and walking as practical means of transportation as well as forms of recreation. The City offers many qualities favorable to both activities, including flat terrain, temperate climate, and attractive scenery. However, there are also obstacles to overcome, such as heavy traffic, the absence of amenities such as shade trees and sidewalks in some locations, and the lack of convenient, direct access routes between destinations.

Bikeway Plan

In 1997, the City of San Leandro adopted a Bikeway Plan to address deficiencies in the City's bikeway system and make cycling more viable and enjoyable. The Plan included a route map, bicycle circulation policies, and implementation strategies, with the ultimate goal of developing an interconnected 43.8-mile route system. The planned bikeway network is shown in Figure 4-1.

The Bikeway Plan includes design standards for the following three types of facilities:
- Class I bikeways, or bike paths, which provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with minimal automobile cross flows.
- Class II bikeways, or bike lanes, which provide a striped lane for one-way travel on a street or highway.
- Class III bikeways, or bike routes, which provide for shared use with motor vehicle or pedestrian traffic.

Several corridors have been identified as priority areas for bikeway improvement. These corridors connect residential neighborhoods with the shoreline and hills, BART, schools, shopping areas, and bike lanes in adjacent cities. To improve rider safety, the routes generally avoid arterial streets.

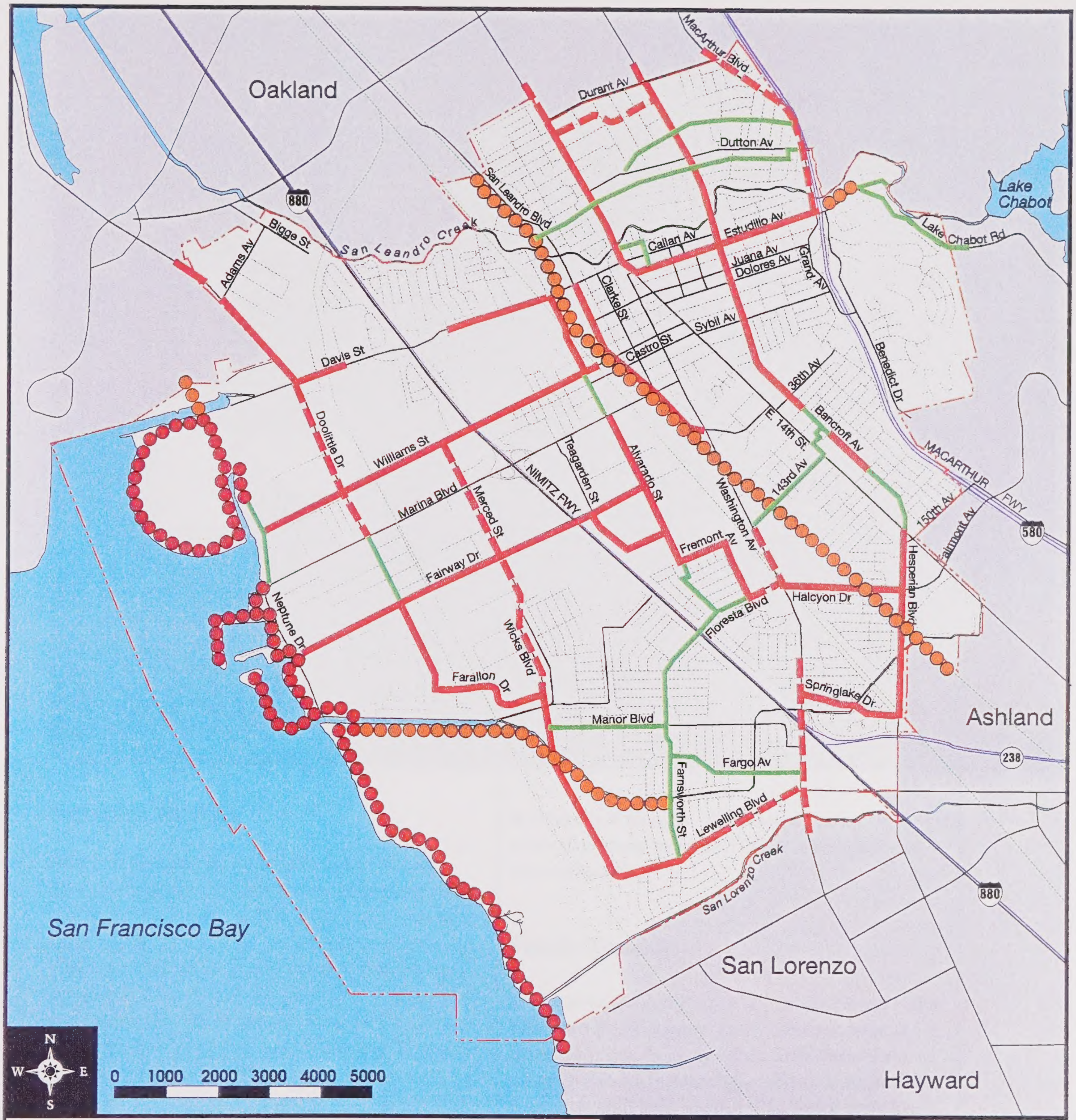
Prospects for the Future

Based on recreational trends and local demographics, San Leandro can support an expanded bicycle system. More than a quarter of the City's employed residents work within the City and about 80 percent of all San Leandro students attend schools in their area of residence. Interest in casual, recreational bicycling and endurance riding for physical fitness continues to be high.

The policies and actions in the San Leandro General Plan are consistent with the 1997 Bikeway Plan and support bicycling as a viable alternative to the automobile. Key General Plan objectives are to improve bicycle safety, encourage bicycle use, and provide bicycle parking at community facilities and major shopping and employment centers.

The City of San Leandro is also pursuing educational, promotional, and safety improvements related to bicycle travel. Its educational programs teach bicycle safety and rules of the road. Its promotional programs include events such as bicycle races and tours. Safety improvements include special bicycle crossings (including signalized crossings) near schools, and pavement maintenance programs that minimize the risk of accidents. Quarterly sweeping of bicycle trails, volunteer maintenance, and a maintenance log of hazardous conditions are all recommended. Finally, a comprehensive signage system is recommended so that bikeways are clearly marked and easy to navigate.

Completion of the Bikeway Plan was an important step toward qualifying for capital improvement funds under a number of state and federal programs. State funds are provided under the Transportation Development Act (TDA), the Transportation Funds for Clean Air Act, and the California Bicycle Lane Account. Local funding may be provided through development impact fees and the local capital improvement program budget. Trail and bikeway improvements may also be funded by the Regional Park District, and may be incorporated as expenditure items in local bond measures.


Oakland
880
San Leandro Creek
Bigge St
Adams Av
San Leandro Blvd
Durant Av
MacArthur Blvd
Dutton Av
Lake Chabot
Lake Chabot Rd
Estudillo Av
Callan Av
Juana Av
Dolores Av
Grand Av
Clarke St
Sybil Av
Castro St
Davis St
Benedict Dr
136th Av
E. 14th St.
Bancroft Av
Doolittle Dr
Williams St
Teagarden St
Alvarado St
Washington Av
143rd Av
MACARTHUR FWY
150th Av
Fairmont Av
580
NIMITZ FWY
Marina Blvd
Merced St
Fremont Av
Fairway Dr
Hesperian Blvd
Halcyon Dr
Floresta Blvd
Neptune Dr
Wicks Blvd
Farallon Dr
Springlake Dr
Ashland
Manor Blvd
238
Fargo Av
Farnsworth St
Lewelling Blvd
San Lorenzo Creek
880
San Francisco Bay
San Lorenzo
Hayward
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5000

LEGEND

●●● Class I Existing Bike Paths

●●● Class I Proposed Bike Paths

— Class II Existing Bike Lanes

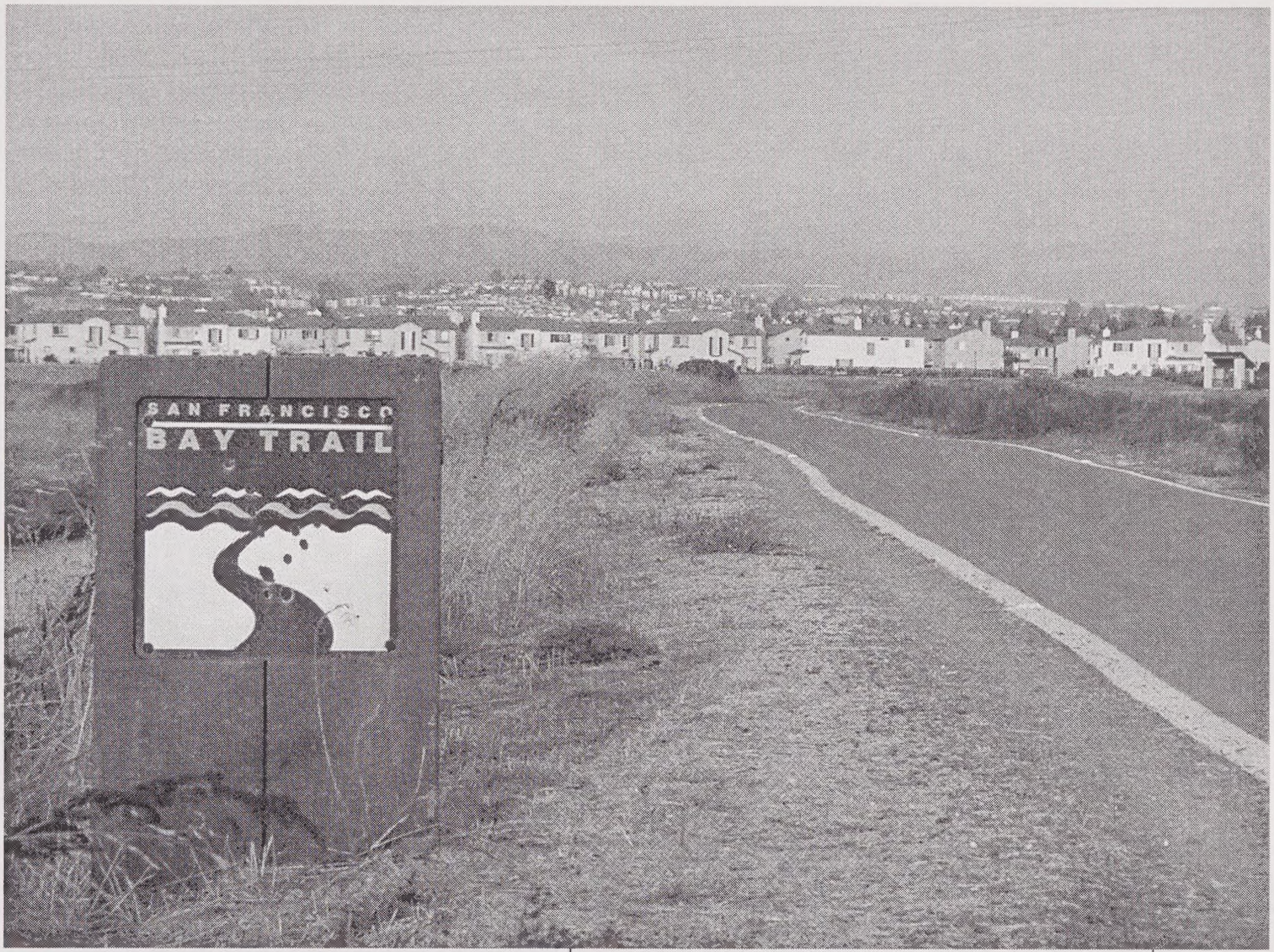
▬ ▬ Class II Proposed Bike Lanes

— Class III Existing Bike Routes

BIKEWAY PLAN

FIGURE 4-1

San Leandro General Plan Update, 2002



Pedestrian Facilities

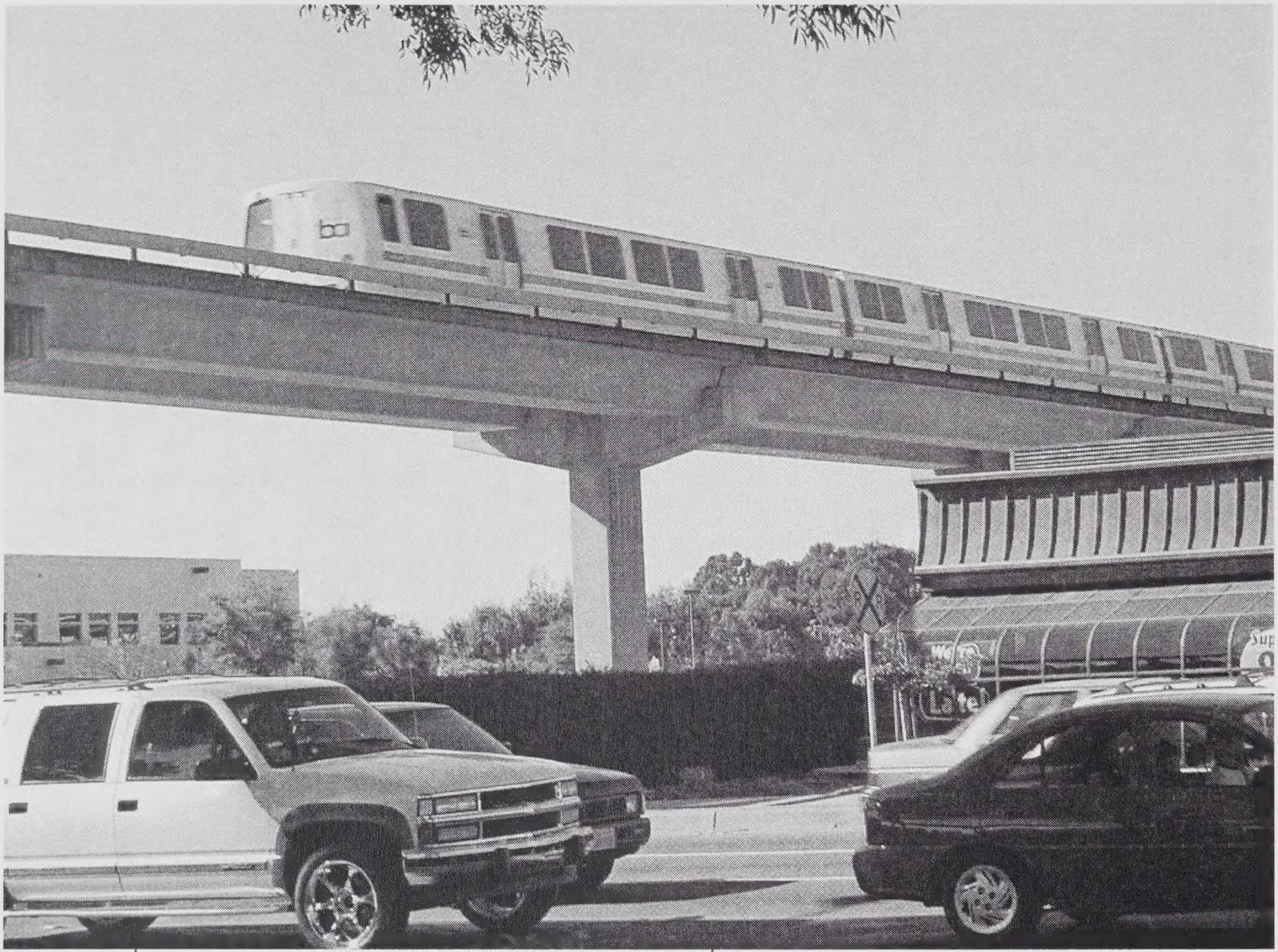
Most San Leandro streets include sidewalks, and many parts of the City provide an environment that is conducive to walking. This is especially true in older neighborhoods and on Downtown streets. There are other areas in San Leandro that are less accommodating, despite the presence of sidewalks and crosswalks. These include many of the City's commercial thoroughfares, neighborhood shopping centers, and industrial districts.

Thoroughfares like San Leandro Boulevard and East 14th Street were designed for vehicle convenience and speed. Pedestrians on these streets may feel intimidated by high volumes of fast-moving traffic, along with the fumes and noise associated with such traffic. The City is taking steps to create a more hospitable environment for pedestrians in these areas through streetscape improvements and updated design standards. Such improvements are a key part of the Downtown Plan and Urban Design Guidelines and the Central San Leandro/BART Area Revitalization Strategy. They include wider sidewalks, street trees, decorative streetlights, and safer crosswalks.

Public Transit

San Leandro is served by BART and AC Transit. The City's two BART stations are located just west of Downtown and at Bayfair Mall. More than 8,000 passengers a day arrive and/or depart from each of these stations. Direct service is provided from San Leandro's stations to San Francisco, Oakland, Fremont, Richmond, and Dublin/Pleasanton. Connecting service is provided to Concord/Pittsburg.

The AC Transit system consists of commuter bus service to San Francisco and local buses which link San Leandro neighborhoods and business districts to destinations throughout the East Bay, including



BART. Some of AC Transit's busiest service corridors cross San Leandro. Daily ridership on the East 14th Corridor was over 23,000 passengers a day in 2000. Buses also carried over 11,000 passengers a day on the Bancroft corridor and 9,000 passengers a day on the MacArthur corridor. Ridership on both BART and AC Transit has been increasing during the past few years and continued growth is projected.

During the next 15 years, San Leandro will work with BART and AC Transit to achieve local service improvements. A major focus of this effort will be to improve connections between the two modes so that they complement each other and work in tandem. The key initiatives are described below.

BART Improvements

BART improvements should maximize the convenience and ease of using the Downtown and Bayfair stations. The Focus Area discussions in Chapter 3 highlight the specific design changes proposed at each station (see pages 114 and 115.)

To fully capitalize on the substantial investment that has been made in the BART system, San Leandro's stations must be regarded as more than simply places to board the train. There should be safe walkways for pedestrians, clean comfortable waiting areas for passengers, and well-marked physical connections between each transportation mode. The design and layout of the stations should accommodate the special needs of persons with disabilities, and should provide clear directional and schedule information. Timed bus and shuttle transfers should minimize delays and waiting time. Land around the stations should be developed in a way that promotes transit use and station access.

The availability of parking is an ongoing issue around both of San Leandro's BART Stations, particularly the Downtown Station. The San Francisco International Airport extension and the proposed San Jose and Livermore extensions have the potential to impact ridership and parking patterns in San Leandro. BART is exploring strategies to ensure that the station lots are not used for long-term parking and avoid potential spillover impacts on nearby neighborhoods when the SFO extension opens. The City will need to continue to work closely with BART to develop effective parking strategies for the station areas, improve feeder bus service, achieve the design changes described above, and promote transit-oriented development on surrounding properties.

AC Transit Improvements

Plans and programs are currently being developed by the AC Transit District to improve bus service in San Leandro. The District is preparing a Comprehensive Service Plan that will evaluate the mid-County area including San Leandro, San Lorenzo, Castro Valley, and Hayward. The Plan is expected to propose upgraded service based on public comment, the location of new development, and expected changes in local and regional travel patterns.

The City is also working with Caltrans and AC Transit to develop a signal pre-empt program for buses. This program provides preferential treatment for buses at traffic signals, allowing more timely and reliable performance during the peak hours. Future changes could include global positioning systems and automated bus schedule information at passenger waiting areas. AC Transit is also conducting a Major Investment Study (MIS) for the East 14th corridor between Downtown Oakland and Bayfair. This Study has considered a range of alternatives, from improved bus service to the construction of light rail. The preferred alternative is a "smart bus" system that would provide faster and more frequent buses along the corridor.

Although the City does not control bus service and operation, there are many ways that San Leandro can encourage improvements to the system. One of the most important is to create a street environment where transit users feel safe and comfortable, and where buses may operate efficiently. Bus shelters should be clean, attractively designed, well-lighted, and well maintained. Local design standards for streets with frequent bus service should accommodate bus pullouts, and passenger amenities. Parking regulations on these streets should be strictly enforced to minimize bus lane obstructions. In a similar vein, the City should require new development along major transit corridors to include features that support transit use, such as requiring building entrances to face the street rather than rear parking lots.

The City is particularly interested in improving AC Transit feeder service to the BART Stations from San Leandro neighborhoods and business districts. This could include flexible routing for some of the bus lines, smaller buses to allow broader service coverage, and expanded shuttle service to the City's industrial districts and shopping areas. The coordination of AC Transit and BART schedules is one of the most critical elements, as quick transfers provide one of the best incentives for ridership.

San Leandro is also committed to working with AC Transit to serve the needs of elderly, disabled, and student passengers. With one of the highest percentages of elderly residents in Alameda County, these needs are substantial. There are over 2,000 San Leandro residents with mobility limitations, and many of these individuals rely on the bus to meet day-to-day needs. Although all AC Transit buses are wheelchair equipped and have kneeling features, there may still be obstacles to convenient use. For persons unable to use the conventional buses, the City's Recreation and Human Services Department works with AC Transit and BART to provide door to door paratransit service.

Shuttles, Carpools, and Vanpools

Several large employers in San Leandro operate independent private shuttles to and from the Downtown BART Station. The idea of pooling resources and combining these shuttle services into a larger, coordinated system is being promoted as a way of improving operating efficiency and serving new passengers. A recent feasibility study reported that there were 11,400 potential shuttle users in the West San Leandro business district alone. Only a fraction of this potential has been tapped. A two-year pilot program developed by the City and Chamber Commerce is presently being implemented to test the effectiveness of expanded shuttle service.

Expanded shuttles would provide a number of important benefits. In addition to reducing congestion, shuttles can provide an incentive to attract new businesses to the City and a means of increasing access to the job market for people with limited transportation options. Careful routing and scheduling can ensure that the system complements, rather than competes with, the existing service provided by AC Transit.

Ultimately, shuttles could be expanded to serve residential areas as well as businesses. Opportunities to partner with local social service providers also might be explored, providing expanded service for special needs populations while assisting local employees and residents. Shuttle service between employment centers and other destinations in the City, such as Downtown and Bayfair Mall, also could be explored. The concept of public-private partnerships could make shuttle service more viable, with the City working with AC Transit and the private sector to coordinate operations.

The City is also supportive of ridesharing and vanpooling programs by local employers and institutions. Several large employers—including the City itself—provide preferential parking for carpools. Local employers are encouraged to develop incentive programs, such as transit vouchers, which encourage employees to seek alternatives to driving. In addition, the Alameda County Congestion Management Agency offers a "guaranteed ride home" (voucher) program to employees who carpool or use public transit.

Automobiles

Automobiles are the primary form of transportation in San Leandro. The census reported that 90 percent of San Leandro's households owned at least one car and over 50 percent had two or more cars.

San Leandro's road system consists of freeways, arterials, collectors, and local streets. As indicated below, these classifications are used to describe the different functions and design criteria for each type of street. Figure 4-2 shows San Leandro's road system using these designations. Table 4-1 indicates the average daily traffic volumes on San Leandro streets in the most recent year of record.

On an average day in 1990, motorists in the I-880 corridor spent a cumulative total of 10,670 hours in traffic delays. By 2020, this figure is expected to reach 26,764 hours, an increase of 151 percent*. The only way to effectively manage regional congestion is to make public transit a more viable alternative.

Source: 1998 Regional Transportation Plan, MTC

Freeways

Freeways are limited access multi-lane roadways that accommodate trips from one part of the region to another. All access is ramp controlled and grade-separated, allowing these roadways to carry large volumes of traffic at relatively high speeds. No direct access is provided to adjacent properties. Freeway design, operation, and maintenance is the responsibility of the California Department of Transportation (Caltrans). San Leandro's freeways—Interstates 880, 580, and 238—provide the major road links between the City and the rest of the Bay Area.

Arterials

Arterials serve as the basic network for through-traffic in and around San Leandro. They provide connections between the freeways and major destinations in the City and carry cross-town and commercial traffic. Arterial streets generally provide direct access to adjacent land uses, although access may be restricted by medians and dividers. Curb cuts for driveways are limited to essential points and curb parking may be restricted where lane capacity is needed. Depending on adjacent land uses and traffic volumes, arterials may be two, four, or six lanes. Turning bays for left and right turns may be provided and major intersections are signalized.

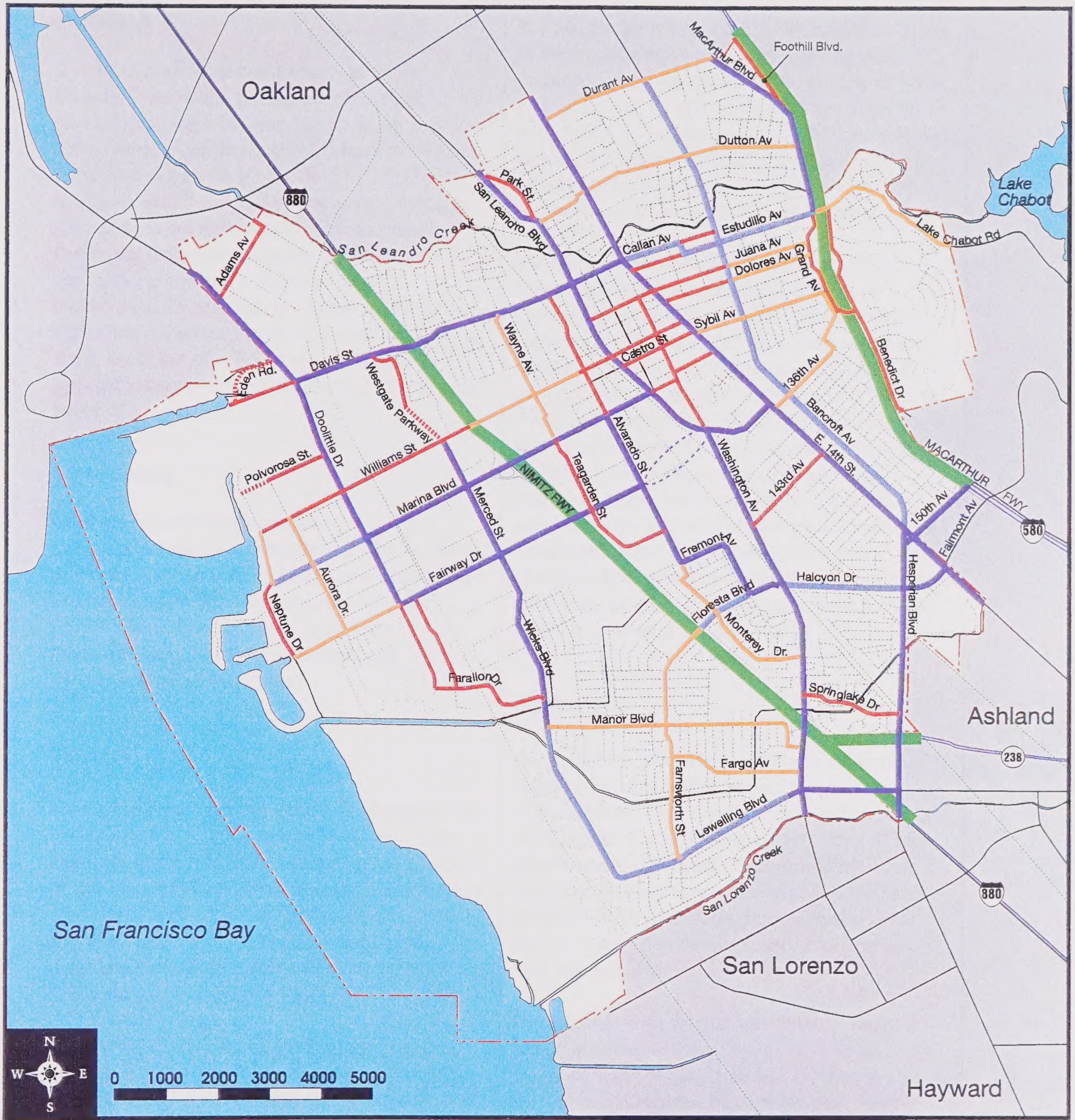
Arterials may traverse residential neighborhoods as well as commercial and industrial areas. Because homes and apartments tend to be more susceptible to the negative impacts of traffic than business districts, different design standards and traffic management strategies may apply to residential arterials.

Caltrans is responsible for the design, operation and maintenance of three arterials in San Leandro—East 14th Street (Route 185), Doolittle Drive north of Davis Street (Route 61), and Davis Street from Doolittle to East 14th Street (Route 112). These are referred to by Caltrans as Tier 2 highways. The City of San Leandro is responsible for the other arterials in the City. Examples include Washington Avenue, San Leandro Boulevard, and Marina Boulevard.

Table 4-1 Average Daily Traffic Volumes (ADT) on San Leandro Streets

Street	Segment	ADT	Year
Alvarado	Thornton to Marina	5,700	1997
	Marina to Fremont	13,300	1997
Bancroft	Durant to Dutton	15,400	1999
	Dutton to Estudillo	21,600	1999
	Estudillo to 136th	14,200	1999
	136th to East 14th	8,800	1999
Callan	East 14th to Bancroft	20,700	1998
Davis	West of Doolittle	7,500	1997
	Doolittle to I-880	37,000	2000
	I-880 to San Leandro Blvd.	30,000	2000
Doolittle	Adams to Davis	29,200	1997
	Davis to Marina	18,600	1997
	Marina to Fairway	13,000	1997
	Fairway to Farallon	8,500	1997
Dutton	East 14th to MacArthur	8.400	1997
East 14th	Durant to Davis	22,700	2000
	Davis to San Leandro Blvd.	18,750	2000
	San Leandro Blvd. to Hesperian	21,800	2000
	Hesperian to Fairmont	24,900	2000
Estudillo	East 14th to Bancroft	11,900	1998
	Bancroft to MacArthur	15,400	1999
	MacArthur to Lake Chabot	4,600	1997
Fairmont	Hesperian to East 14th	18,600	1997
Fairway	Doolittle to Merced	11,500	1997
	Merced to I-880	10,300	1997
Farnsworth	Lewelling to Manor	4,000	1997
	Manor to Corvallis	8,600	1997
Floresta	Corvallis to Fremont	10,300	1997
	Fremont to Washington	16,700	1997
Halcyon	Washington to Hesperian	20,800	1997
Hesperian	East 14th to Halcyon	18,600	1997
	Halcyon to Bayfair	25,700	1997
	Bayfair to 238	28,000	1998
Lewelling	Wicks to Farnsworth	9,600	1997
	Farnsworth to Washington	17,100	1997
	Washington toHesperian	16,400	1997
MacArthur	Durant to Dutton	11,600	1997
	Dutton to Estudillo	9,700	1997
	Doolittle to I-880	37,000	2000
Manor	Wicks to Kesterson	8,300	1998
Marina	Neptune to Doolittle	8,000	1997
	Doolittle to Merced	21,500	1997
	Merced to I-880	47,500	1997
	I-880 to Alvarado	29,600	1997
	Alvarado to San Leandro Blvd.	20,900	1997
San Leandro Blvd.	Park St. to Davis	16,800	1997
	Davis to Washington	15,700	1997
	Washington to East 14th	13,000	1997
Sybil	Bancroft to Grand	6,100	1996
Washington	West Juana to . San Leandro Blvd	8,000	1998
	San Leandro Blvd. to Halcyon	20,300	1997
	Halcyon to Lewelling	17,000	1997
Wicks	Merced to Farallon	10,300	1997
	Farallon to Manor	12,800	1997
	Manor to Lewelling	8,600	1997
	Merced to I-880	10,300	1997
Williams	Doolittle to Merced	7,000	1997
	Merced to San Leandro Blvd.	9,300	1999
	San Leandro Blvd. to Washington	2,700	1998
143rd	Washington to East 14th	6,100	1998
150th	East 14th to I-580	14,800	1997

Sources: City of San Leandro, 2001
Fehr and Peers, 1999
Caltrans, 2001


Oakland
Foothill Blvd.
MacArthur Blvd
Durant Av
Dutton Av
Lake Chabot
Lake Chabot Rd
880
Park St
San Leandro Blvd
San Leandro Creek
Estudillo Av
Callan Av
Juana Av
Dolores Av
Grand Av
Adams Av
Sybil Av
Castro St
Wayne Av
Davis St
Eden Rd.
Westgate Parkway
136th Av
Benedict Dr
Bancroft Av
E. 14th St.
Doolittle Dr
Williams St
Alvarado St.
Washington Av
Polvorosa St.
NIMITZ FWY
Teagarden St
143rd Av
MACARTHUR FWY
580
Marina Blvd
Merced St
150th Av
Fairmont Av
Fremont Av
Fairway Dr
Halcyon Dr
Aurora Dr.
Neptune Dr
Floresta Blvd
Monterey Dr.
Hesperian Blvd
Wicks Blvd
Farallon Dr
Springlake Dr
Ashland
Manor Blvd
238
Fargo Av
Farnsworth St
Lewelling Blvd
San Lorenzo Creek
880
San Francisco Bay
San Lorenzo
Hayward
N
W
E
S
0
1000
2000
3000
4000
5000

LEGEND

- 🟩 Freeway
- Arterial
- Residential Arterial
- Collector
- Residential Collector
- Proposed Roadway (conceptual alignments only)
- Corridor for future study

MASTER ROADWAY PLAN

FIGURE 4-2

San Leandro General Plan Update, 2002

Collectors

Collectors carry moderate amounts of traffic between local streets and the arterial system. Average daily traffic volumes are generally less than 10,000 vehicles per day. As with arterials, collectors in residential areas may be subject to different design standards and traffic management strategies than those in commercial and industrial areas. Residential collectors are typically two lanes, with curb parking and traffic signals at major intersections. Depending on volume, intersections with other collectors may be controlled by four-way stops. Examples of collector streets include Springlake Drive, Teagarden Street, and Farnsworth Street.

Local Streets

Local streets are low-speed roadways that link individual parcels to collector streets. They typically accommodate one traffic lane and one parking lane in each direction. With the exception of a few private streets, the City of San Leandro is responsible for the design, operation, and maintenance of all local streets.

Trucks

Trucks comprise a relatively small percentage of the vehicles on San Leandro streets, but have a major impact on traffic patterns and roadway needs. Many of San Leandro's businesses depend on efficient and convenient truck access. To facilitate truck traffic and avoid neighborhood conflicts, the City has designated certain thoroughfares as truck routes. These are shown in Figure 4-3.

Despite the designation of truck routes, problems with truck traffic on residential streets may still occur. Considering the location of the freeways and the proximity of industrial and residential uses in San Leandro, these problems are difficult to avoid. The California Vehicle Code allows trucks to use virtually any street to make deliveries, making enforcement of truck routes more difficult. Problems may also arise due to overnight truck parking near residential areas. Truck parking is currently regulated by ordinance and is prohibited along truck routes, on residential streets, and in locations where unsafe reductions in sight distances or travel lane widths result.

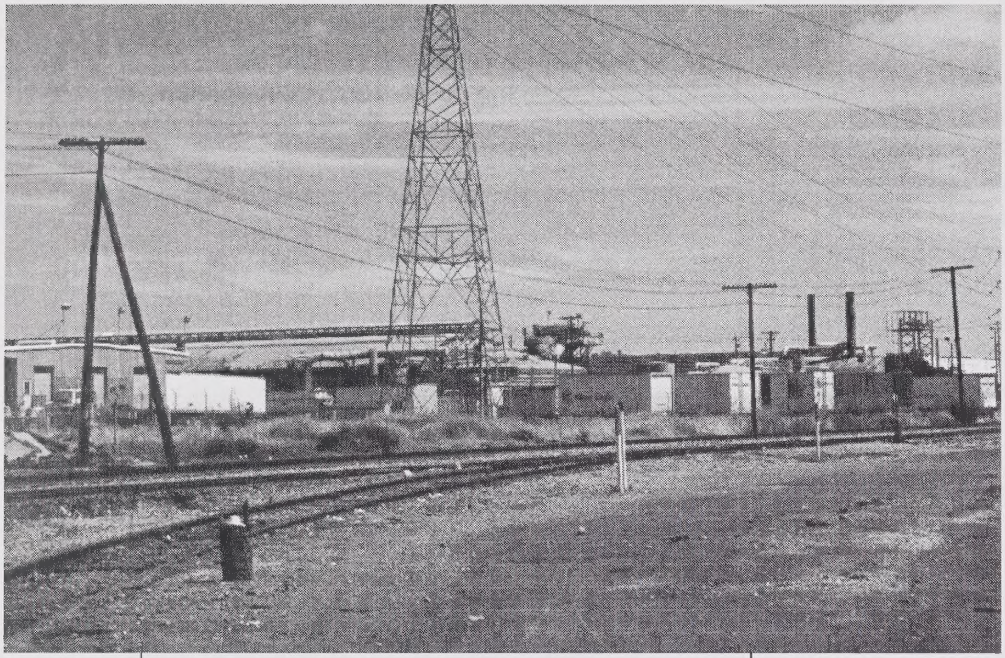
In 1999, the West San Leandro Plan identified trucks as the top neighborhood concern in that area, prompting a recommendation that the City develop a proactive and far-reaching policy for managing truck traffic. A combination of capital improvements, regulatory changes, and public information will be required to address the issue effectively. Several programs are underway and more are planned.

Capital improvements include the upgrading of several intersections in industrial districts to accommodate the turning radius requirements of larger trucks. Regulatory changes include ordinance revisions regarding truck parking and additional enforcement of truck route and parking regulations. Public information improvements include additional signing of designated routes and additional signing of areas where truck parking or weight limit restrictions apply. Local businesses and truckers should be kept informed of where truck routes are located and where truck parking is permitted. Other changes might include revisions to the City's truck route map, possibly placing weight limits on truck routes in residential neighborhoods.

Railroads

San Leandro is served by three major rail lines, linking local industrial areas with the Port of Oakland, other West Coast markets, and the rest of the state and nation (see Figure 4-3). The rail lines were formerly independently operated but have been consolidated under the ownership of Union Pacific (UPRR). Spurs from each railroad provide service to industrial developments in Central and West San Leandro.

The railroads cross arterial and collector streets at locations throughout the City, most of which are equipped with warning bells and crossing guards used to detain vehicles when trains pass. Vehicle and pedestrian safety has been an on-going issue at these crossings. Several recent fatalities have pointed out the urgent need for ongoing driver, bicyclist, and pedestrian education.



AMTRAK

San Leandro is located along AMTRAK's Capitol Corridor, with service from San Jose to the Sacramento area and connecting service to the interstate rail system. The City is also on the Coast Starlight route serving the U.S. West Coast. Although AMTRAK trains pass through San Leandro, the nearest stops are in Oakland and Hayward. The possibility of a Capitol Corridor stop in San Leandro has been discussed, with the probable location being adjacent to the Downtown BART Station on Davis Street. This concept should continue to be explored in the future.

There are only two grade-separated crossings in the City—the Maltester-Polvorosa overpass on West Davis Street and the Washington Avenue underpass just south of San Leandro Boulevard. New grade-separated crossings at Davis, Marina, Hesperian and other major thoroughfares would be desirable but are not likely to be built in the near future because of design and funding constraints. Caltrans provides grants for such projects, contingent on completion of a plan addressing the design of the project, acquisition of right-of-way, relocation of businesses, and resolution of any related issues. The application process is extremely competitive, with only four or five projects funded each year. In the event that funding is obtained, a priority should be placed on reconstructing the Washington Avenue underpass to provide wider travel lanes, better lighting, and bicycle lanes.

The consolidation of railroad ownership by Union Pacific raises the possibility that one of the City's three main lines could become redundant and might one day be available for conversion to a new use. Although the UPRR has no plans to dispose of surplus right of way at this time, this possibility could create exciting opportunities for the City. Possible uses could include a linear park and bikeway, or even a high-speed rail corridor between the Bay Area and southern California. The City should stay apprised of changes in raliroad policy and explore future opportunities for trails, safety improvements, and reductions in traffic delays on San Leandro streets.

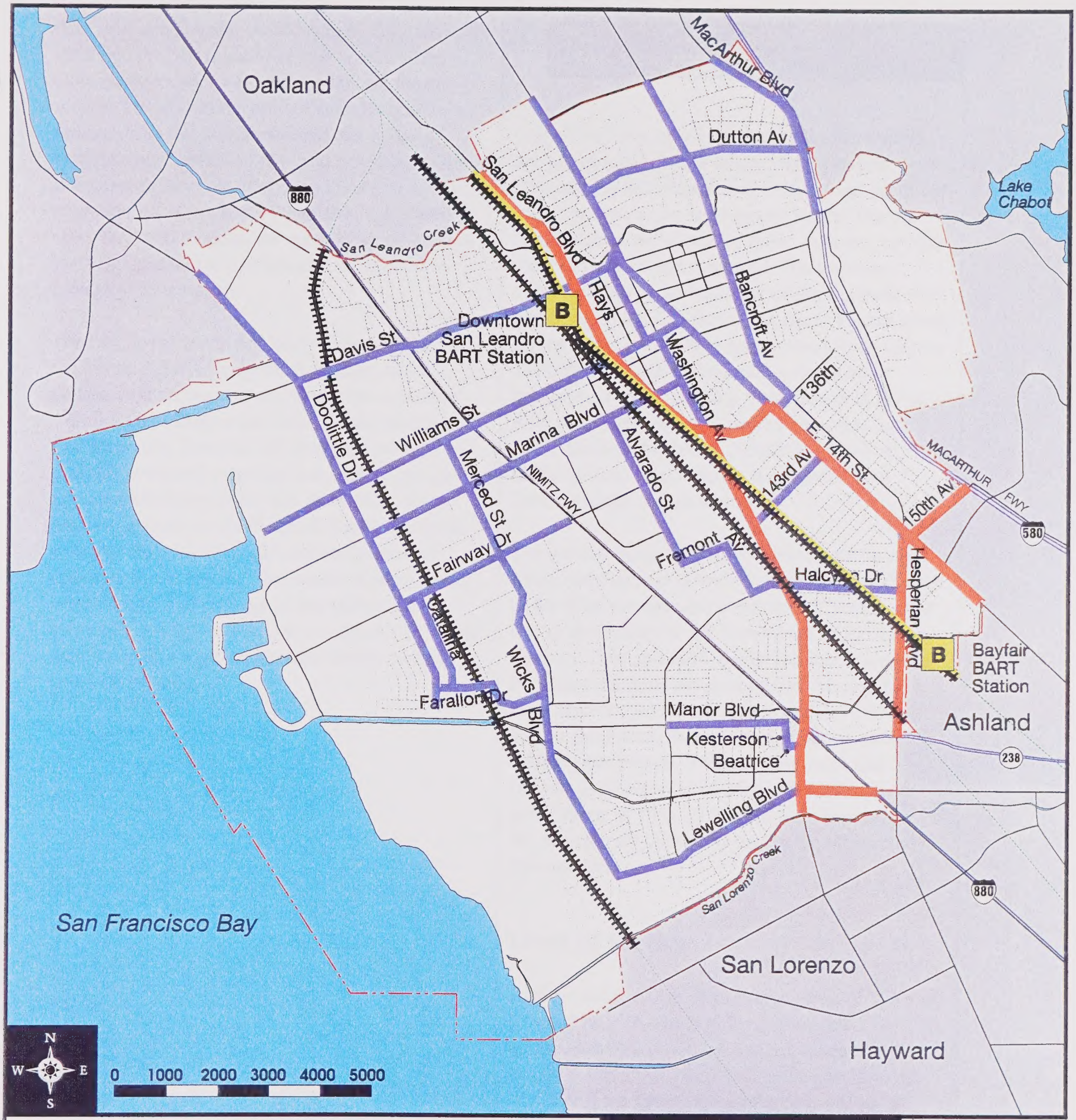
Airports

There are no airports within the City limits of San Leandro. However, air space over the City has become more congested as air traffic to and from the region's airports has increased. The major commercial airline approaches to Oakland Airport's runways are located just west of the San Leandro shoreline, while non-scheduled general aviation flights to Oakland's North Field fly over much of the developed part of the City. Hazards associated with air traffic are discussed in the Environmental Hazards Element of the General Plan.

Water Transportation

Although there is currently no transbay ferry service from San Leandro, the idea is gaining popularity. A 1998 poll found that 82 percent of Bay Area residents favored the concept, and surveys conducted during the General Plan update found similar high levels of support among San Leandro residents.

In 1999, a regional task force appointed by the Bay Area Council and Bay Area Economic Forum concluded that the Bay Area could support a world-


Oakland
MacArthur Blvd
Dutton Av
Lake Chabot
880
San Leandro Blvd
San Leandro Creek
B
Hays
Bancroft Av
Downtown San Leandro BART Station
Davis St
Washington
136th
Doolittle Dr
Williams St
Marina Blvd
Alvarado St
Av
E. 14th St
MACARTHUR FWY
Merced St
NIMITZ FWY
143rd Av
150th Av
580
Fairway Dr
Fremont Av
Halcyon Dr
Hesperian Blvd
Catalina
Wicks Blvd
Bayfair BART Station
Farallon Dr
Manor Blvd
Ashland
Kesterson
Beatrice
238
Lewelling Blvd
San Lorenzo Creek
San Francisco Bay
San Lorenzo
Hayward
N
W
E
S
0
1000
2000
3000
4000
5000

LEGEND

🟥	Through Truck Routes
🟪	Local Truck Routes
┼┼┼┼┼┼	Railroads
B	BART station
―	BART line

TRUCK ROUTES/ RAILROADS

FIGURE 4-3

San Leandro General Plan Update, 2002

class high speed water transit system. The task force identified the San Leandro Marina as one of the most viable locations around the Bay for future service. The system envisioned includes ferries running from the San Leandro Marina to San Francisco and Redwood City, and possibly to Oyster Point (South San Francisco), San Francisco Airport, and other locations in the South Bay. Compared to other Bay Area marinas, the environmental impacts of a ferry terminal in San Leandro were rated as being low to marginal.

The City favors continued study of ferry service in the future. A San Leandro ferry landing could benefit local commuters and would be consistent with the City's long-range vision for the Marina as a City showcase. However, all proposals must be carefully evaluated to ensure that they do not place an untenable financial burden on the City, have negative impacts on BART or AC Transit ridership, or compromise recreational and environmental resources at the Marina. The impact of ferry-bound vehicle traffic and parking on the Marina and surrounding neighborhoods is a concern that would need to be thoroughly addressed before service could be initiated.

D. TRAFFIC FORECASTS AND PLANNED IMPROVEMENTS

One of the most important criteria for developing the policies and actions in the Transportation Element was an evaluation of existing and projected traffic conditions on San Leandro streets. Using a computerized traffic model, traffic forecasts for 2015 were developed and evaluated. The forecasts consider the type and quantity of development that will occur in the City during the next 15 years based on the General Plan Map and General Plan policies. They also take into consideration increases in background traffic resulting from growth in the Bay Area and development in nearby cities that may affect San Leandro streets. Additional detail on the traffic analysis is included in the General Plan Environmental Impact Report.

The greatest projected traffic increases are in areas where employment growth is projected, particularly in the West San Leandro and South of Marina areas, and in the vicinity of the Downtown BART Station. Between 2000 and 2015, traffic volumes during the evening peak hour are projected to increase by more than 50 percent on sections of Davis Street, Marina Boulevard, Merced Street, Fairway Drive, Washington Avenue, Williams Street, and San Leandro Boulevard. More moderate increases—in the range of 10 to 30 percent—are expected in the eastern part of the City and in the Manor and Floresta areas.

Level of Service

Traffic conditions are described in terms of "level of service," or LOS. The LOS for a given street or intersection indicates the extent of congestion that results as different volumes of traffic pass through. LOS is defined with letter grades from "A" to "F." LOS A indicates free-flow traffic conditions with little or no delay experienced by motorists. LOS F describes very congested conditions where traffic flows exceed design capacity. Table 4-2 provides a definition of each LOS grade.

In Year 2000, most roads in San Leandro were operating at LOS D or better. Only three intersections were found to be below LOS D. These were the intersection of Dutton and East 14th Street, which operates at LOS E during the evening peak

Table 4-2 Level of Service Interpretation

LEVEL OF SERVICE	VEHICLE DELAY (IN SECONDS)		RATIO OF VOLUME TO CAPACITY(V/C) (FOR FREEWAYS)	DESCRIPTION
	Signalized Intersections	Unsignalized Intersections		
A	<5	<5	0-.28	Free Flow/ Insignificant Delays
B	5-15	5-10	.29-.45	Stable Operation/ Minimal Delays
C	15-25	10-20	.46-.67	Stable Operation/ Acceptable Delays
D	25-40	20-30	.68-.85	Approaching Unstable/ Tolerable Delays
E	40-60	30-45	.85-.99	Unstable Operation/ Significant Delays
F	>60	>45	>1.00	Forced Flow/ Excessive Delays (jammed)

Source: Fehr and Peers Associates, 2001

hour, and the intersections of Marina Boulevard at the northbound and southbound I-880 ramps, which operate at LOS F during the morning and evening peak hours. The congestion at these intersections tends to be of limited duration, with operations becoming stable again shortly after the peak hour.

For planning purposes, the City has established LOS D as the minimum acceptable service level for intersections (see Policy 16.02). LOS D may only be exceeded where the following circumstances exist:

- Road improvements are not possible because the necessary right-of-way does not exist and cannot be acquired without significant impacts on adjacent buildings and properties.
- The intersection or road segment is in a pedestrian district, such as Downtown, where the priority is on pedestrian, bicycle, and public transit access rather than vehicle traffic.

At the present time, LOS E has been deemed acceptable at the intersection of Davis Street and San Leandro Boulevard for the reasons stated above. A variety of improvements will still need to be pursued at this intersection so that traffic does not deteriorate to LOS F.

Table 4-3 illustrates the existing (2000) and projected (2015) levels of service at major intersections in San Leandro. Provided that the improvements discussed in the next section are made, all of the intersections shown in the table are projected to operate at LOS D or better in 2015 except for the one noted above.

The City has not adopted LOS standards for the freeways since they are not under local jurisdiction. However, LOS E and F conditions have been projected by the Alameda County Congestion Management Agency (CMA) for I-880 in San Leandro. The Metropolitan Transportation Commission (MTC) projects a 151 percent increase in congestion on the I-880 Corridor between 1990 and 2020. State legislation requires the CMA to monitor and improve freeways if they drop below LOS E. Because there is no room for additional lanes in San Leandro's I-880 corridor, future improvements will need to emphasize the diversion of trips to public transit and other transportation modes.

Although a large share of the vehicles on the freeway are just "passing through" San Leandro, such traffic can significantly impact City streets. When traffic jams occur, vehicles may divert off of the freeways seeking less congested routes such as Hesperian Boulevard and 150th Avenue. This not only affects arterials, but can also impact neighborhood streets as drivers unfamiliar with San Leandro attempt to navigate their way across town. The CMA, MTC, Caltrans, and other transportation agencies are presently exploring the application of intelligent transportation systems technology to address this issue. This technology uses center-to-center communication, radio broadcasts, video, and digitally-updated signs to help motorists find the quickest route to their destinations.

Table 4-3 Levels of Service at Major San Leandro Intersections, 2000 and 2015

		2000		2015[1]	
NORTH-SOUTH STREET	EAST-WEST STREET	AM	PM	AM	PM
East 14th St.	**Dutton Ave.**	B	E	**C**	**D**
East 14th St.	**Davis St.**	B	C	**C**	**D**
East 14th St.	San Leandro Blvd.	B	C	B	C
East 14th St.	Hesperian/Bancroft	B	C	B	C
MacArthur Blvd.	**Estudillo Ave.**	C	D	**C**	**D**
Bancroft Ave.	Dutton Ave.	B	C	B	C
Hesperian Blvd.	150th Ave.	B	B	B	B
Hesperian Blvd.	**Halcyon/Fairmont**	C	D	**C**	**D**
Hesperian Blvd.	Springlake Dr.	B	B	B	B
Washington Ave.	Lewelling Blvd.	C	D	C	D
Washington Ave.	Springlake Dr.	B	B	B	B
Washington Ave.	Halcyon/Floresta	C	C	C	C
Washington Ave.	**San Leandro Blvd.**	B	C	**C**	**C**
San Leandro Blvd.	**Marina Blvd.**	D	D	**C**	**D**
San Leandro Blvd.	**Davis St.**	C	C	**C**	**E**
Alvarado St.	Davis St.	B	B	B	D
Alvarado St.	Williams St.	B	B	C	D
Alvarado St.	Marina Blvd.	B	B	C	D
Teagarden St.	Marina Blvd.	B	C	B	C
I-880 NB	Davis St. Ramps	B	B	B	D
I-880 SB	**Davis St. Ramps**	B	B	**D**	**D**
I-880 NB	**Marina Blvd. Ramps**	A	F	**C**	**D**
I-880 SB	**Marina Blvd. Ramps**	F	F	**C**	**D**
I-880 NB	**Washington Ave. Ramps**	C	B	**D**	**B**
I-880 SB	**Washington Ave. Ramps**	C	C	**B**	**C**
Phillips Lane	**Davis St.**	B	C	B	D
Timothy Dr.	Davis St.	B	B	B	B
Doolittle Dr.	Davis St.	D	C	D	D
Doolittle Dr.	Marina Blvd.	C	C	D	D
Merced St.	**Marina Blvd.**	D	D	**C**	**D**
Merced St.	**Fairway Dr.**	C	C	**D**	**D**

Notes:

[1] *The LOS shown here will only be achieved if the improvements listed in Table 4-4 are completed. Those intersections noted with in boldface print will deteriorate to unacceptable service levels if these improvements are not made.*

Source: Fehr and Peers Associates, 2001

Table 4-4 Planned Street Improvements in San Leandro, 2000-2015

Project	Funding Source	Timing	Lead Agency
Widening of I-238 from four to eight lanes (CMP)	Measure B	2003	Caltrans
Widening of Marina Blvd. to six lanes from Teagarden Street to San Leandro Blvd.	Federal and/or State Grants	2003-2004	City of San Leandro
Southern extension of Westgate Parkway to Williams Street (CMP)	Measure B	2004	City of San Leandro
Geometric improvements and signal interconnects at the East 14th/Hesperian/150th Ave "triangle." (CMP)	Measure B	2005	City of San Leandro
I-880 ramp improvements at Washington Avenue and Beatrice Avenue. (CMP)	Caltrans	2003	Caltrans
New southbound right turn lane from Hesperian to Lewelling, and additional westbound lane to I-238 on-ramp. (CMP)	Measure B	2003	City of San Leandro
West San Leandro Plan Improvments: ■ Improve Eden Road and extend west/southwest to Davis Street. ■ Signalize the Eden/Doolittle intersection ■ Extend Polvorosa Avenue west from Aurora to Neptune ■ Terminate Aurora and Neptune in cul-de-sacs north of Williams (to prevent through-truck traffic)	DFSI Grants Redevelopment Project Funds	By 2010	City of San Leandro
Intersection and signal timing improvements at the following City street intersections: ■ Dutton Av./East 14th St. ■ Davis St./San Leandro Blvd. ■ Davis St./East 14th St. ■ Davis St./Phillips Ln. ■ Williams St./Alvarado St. ■ San Leandro Blvd./Washington Av. ■ I-880/Washington Av. ■ Marina Blvd./Merced St. ■ Marina Blvd./I-880 ■ Marina Blvd./Alvarado St. ■ Estudillo Av./MacArthur Blvd. ■ Hesperian Blvd./Halcyon	DFSI Redevelopment Project Funds	Depends on Development impacts	City of San Leandro

Source: City of San Leandro, 2001

Planned Improvements

Maintaining the adopted levels of service on City streets will require a combination of capital improvements, land use strategies, and traffic management measures. Although road widening is planned in a few cases, most of the improvements address the coordination and timing of signals and the addition of turn lanes at intersections. Additional improvements are aimed at making transit use and pedestrian and bicycle travel more viable in the City.

Table 4-4 identifies the improvements that will be needed by 2015. Some of the projects will be funded through the Alameda County Congestion Management Program (CMP) using the half-cent sales tax extension approved by County voters in November 2000 (Measure B). Others are linked to the development of certain areas and will need to be funded through future impact fees and Capital Improvement Programs. The City presently collects a Development Fee for Street Improvements (DFSI) when new residential, commercial, and industrial development is approved. The DFSI will continue to be collected and directed to the projects listed in Table 4-4, as well as other road improvements deemed necessary as individual projects are proposed.

The City also applies for state and federal funds for capital improvement projects. Potential sources include the State Transportation Improvement Program (STIP) grants and the federal Transportation Equity Act for the 21st Century (TEA-21) grants. Additional gasoline taxes also have been explored as a possible funding source. However, such taxes generally require two-thirds voter-approval and may be difficult to pass.

Signalized Intersection Improvements

There are 77 signalized intersections in San Leandro. Of these, 20 are located on roads owned and operated by Caltrans (Davis, Doolittle north of Davis, and East 14th). The City is in the process of installing a computerized signal control system to improve traffic flow on San Leandro streets. Signals on major roadways are being programmed so that they are "in sync" along a given road segment. Video cameras are being installed at the signalized intersections to monitor traffic conditions and identify where and when adjustments to the system are needed. Cooperation and coordination with Caltrans is essential to ensure that State-operated facilities are properly integrated into this system.

The signal timing program is being implemented concurrently with the placement of underground fiber optic cabling along the designated routes. The fiber optic system will not only enable the signals to operate efficiently, it will also provide the capacity for improved communications systems throughout the City. Schools, businesses, and even residences will ultimately benefit from the fiber optic network.

The General Plan traffic analysis found that capital improvements will be required at about a dozen signalized intersections to maintain adopted levels of service. The improvements include the addition of turning lanes, increasing signal cycle length, adjusting signals to allow overlapping turns, and adding turn arrows. These changes will be implemented gradually, as development and redevelopment occurs in the surrounding districts. As development projects are proposed and more specific plans are prepared for subareas of the City, traffic analyses should be performed to determine the appropriate timing of these improvements.

Road Widening and Extension Projects

Major road widening and extension projects planned during the coming years include the Westgate Parkway extension, the widening of Marina Boulevard between Teagarden Street and San Leandro Boulevard, and the widening of I-238 between I-580 and I-880. San Leandro should continue to maintain a Master Plan of City Streets which reserves rights-of-way for these and other projects, and which provides more detail on road standards, costs, and improvement plans.

The proposed road improvements also include a series of street changes in West San Leandro. These changes were an important outcome of a community-driven planning process which, among other things, sought to address truck traffic issues and reduce conflicts between residential and industrial uses in the western part of the City. The West San Leandro projects include the reconstruction and southwesterly extension of Eden Road to Davis Street, the westerly extension of Polvorosa Avenue to Neptune Drive, and the closure of Neptune Drive and Aurora Drive on the north side of Williams Street. Funding sources for these improvements have not yet been identified, and additional traffic analysis and community input will be required before specific designs are developed.

During the next 15 years, opportunities for other road improvements in the City also may arise. One such opportunity exists at the east end of Aladdin Avenue, where the reuse of the Hudson Lumber site provides an opportunity to extend the road to San Leandro Boulevard or Washington Avenue. The Aladdin extension would relieve traffic on Marina Boulevard and provide another east-west crossing of the Union Pacific railroad. Although the extension is not currently planned, its feasibility should continue to be explored as plans for the Hudson site are developed. Traffic analyses conducted as part of the General Plan update found that the extension would improve traffic flow in a relatively small area and would be very costly to construct.

The possibility of improving railroad crossings (including replacing at-grade crossings with grade-separated crossings) also should continue to be explored in the City. In addition to the circulation benefits, grade separated crossings would have emergency access, public safety, and aesthetic benefits.

On the other hand, there are a number of road projects that would run counter to the goals of the General Plan that should not be pursued. Prior San Leandro General Plans envisioned an extension of Doolittle Drive (Route 61) through the Roberts Landing wetlands and onward to the San Mateo Bridge. This project has been dropped from consideration because the environmental impacts have been determined to outweigh the benefits. From time to time, consideration has been given to building another Bay Bridge between northern San Mateo County and the San Leandro area. Again, the environmental impacts of a bridge—including probable traffic increases in San Leandro neighborhoods—tend to outweigh the local benefits. The City's position is that other alternatives to regional congestion should be developed before pursuing a new bridge with a touchdown point in San Leandro.

The lack of a direct cross-town (east-west) thoroughfare is expected to remain an issue in the City for the foreseeable future. In the 1950s and 1960s, plans were developed to undertake a number of cross-town roadway projects, including the extension of Marina Boulevard to join Sybil Avenue, and the extension of the I-238 Freeway west to Doolittle Drive. These projects would have been very disruptive to established neighborhoods, and ultimately were shelved. The costs and impacts of such projects would be even more substantial today. Consequently, the City will explore ways to use signage, signal timing, and lane modifications to improve east-west circulation using the existing transportation network.

Pavement Maintenance

San Leandro also faces the ongoing task of keeping its roads in good operating condition. The City will continue to operate pavement management and street rehabilitation programs. These programs will be coordinated with other infrastructure projects, such as utility undergrounding and sewer/water repair, to minimize traffic disruption and ensure that maintenance funds are spent efficiently.

E. TRANSPORTATION AND THE URBAN ENVIRONMENT

Neighborhood Traffic Management

Traffic Calming

Traffic calming refers to projects that make permanent physical changes to streets to slow down traffic and/or reduce traffic volumes. Such changes are particularly helpful in two settings; first, on local streets which are used as short-cuts or bypasses to congested thoroughfares, and second, on residential streets which also serve as major thoroughfares. In the former case, speeding cars and excessive traffic may be a major problem and safety concern. In the latter case, residents may be exposed to noise, dust, and fumes which diminish the livability and ambiance of the neighborhood. Cities throughout the Bay Area have come under increasing pressure to respond to both types of concerns.

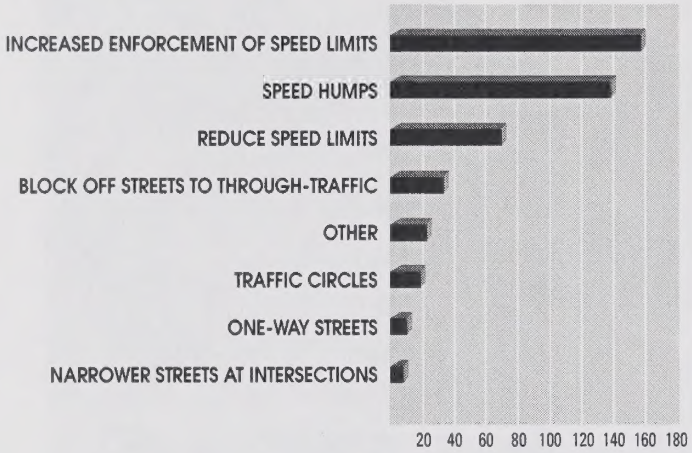
It is important that traffic calming measures reflect the unique circulation patterns and issues at each location in which they are used. To this end, it is recommended that strategies be developed at the neighborhood level rather than on a street-by-street basis. This avoids piecemeal solutions that simply displace traffic from one street to another. Traffic calming should also be considered an integral part of urban design improvements, such as street tree planting and landscaping. The two go hand in hand and are important parts of the overall effort to make San Leandro neighborhoods safer and more attractive.

The most familiar traffic calming device in San Leandro is a speed hump. The City's speed hump installation guidelines state that humps may only be considered on streets with posted speed limits of 25 or 30 miles per hour, volumes between 1,000 and 3,000 vehicles per day, and critical speeds that exceed the posted speed limits by at least six miles per hour. At least two-thirds of the residents with front or side yards on the affected street—including all of the residents who live within the extended limits of the humps themselves—must approve the installation. Humps are not permitted on designated primary emergency vehicle access routes and are discouraged on transit routes.

The 1999 San Leandro General Plan Resident Survey asked respondents if the City should take steps to reduce or slow down traffic in residential neighborhoods. Four out of five respondents (80%) said that it should. When further asked how the City should go about doing so, respondents supported increased enforcement of speed limits and possibly the use of speed humps. Other measures, such as narrowing streets at intersections or using more one-way streets were much less popular.

CHART 4-1 Survey Findings—Traffic Calming

Q. What steps should the City take to slow down traffic on residential streets? (471 responses)



Sources: General Plan Citywide Survey, 1999

On residential thoroughfares and in retail districts such as Downtown, speed humps may be infeasible due to the type and volume of traffic. In these cases, the major objective of traffic calming is not to reduce volume but rather to use visual cues such as street trees and wider sidewalks to slow drivers down. Examples of traffic calming tools in such settings include curb bulbouts, (e.g., narrowing of the pavement and widening of the sidewalks at intersections), speed platforms, medians, pavement material changes, directional signs, and roundabouts.

Parking

Parking is another traffic management issue affecting the quality of life in San Leandro neighborhoods and the economic livelihood of the City's business districts. Addressing this issue requires reconciling competing, and not always compatible, objectives such as the need for convenient parking for local businesses, and the desire to reduce the dominance of parking lots along major streets. Parking is allowed on most streets in the City. The City itself operates a Downtown garage and a number of surface parking lots, most of which are located Downtown.

The San Leandro Zoning Code requires two non-tandem covered off-street spaces for most single family homes. Multi-family parking requirements vary depending on the number of bedrooms per unit. For instance, a typical two-bedroom apartment requires 2.25 spaces, two of which must be covered. Some of these requirements may be revisited in the future, particularly around transit stations and along transit lines, where lower rates of auto ownership might be expected. There are currently provisions to lower parking requirements for senior housing, and to grant parking exceptions through the Planned Development (PD) process.

Residential parking shortages primarily occur in areas that were developed before the Zoning Code was adopted, and on blocks adjacent to major attractors such as BART or retail stores. Parking time limits, permit parking programs, and similar measures may be explored in the future to address parking issues.

Requirements for most commercial and industrial uses are based on the square footage and specific type of activity in the building. Parking requirements for some activities may be determined on a case by case basis through conditional use permits. The City presently allows shared, or collective parking, as a way to reduce the parking requirements for adjacent uses which may have different peak demand characteristics.

The City's parking requirements must be met when a new project is initially developed and when a structure undergoes a major alteration or enlargement. A simple change in occupancy of an existing structure only requires compliance with the parking standards when the use changes from one broad classification to another (such as from industrial to commercial). Recent amendments to the Zoning Code establish offices as a permitted use in industrial areas, provided the parking requirements are met. Other exemptions from parking standards will need to be examined closely as employment densities increase.

Traffic Safety

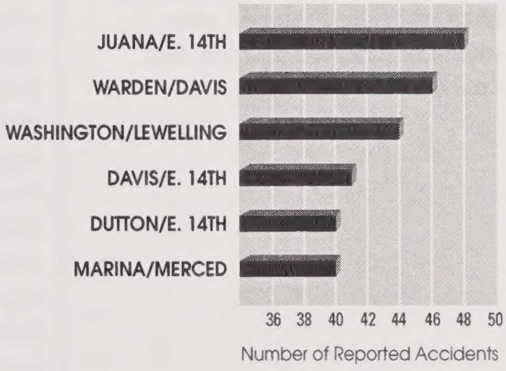
As traffic volumes in San Leandro have increased, safety has become a greater public concern. Surveys conducted as part of the General Plan Update found that many residents were concerned about speeding cars, stop sign and traffic signal violations, reckless driving, and pedestrian and bicycle safety.

The City reviews accident frequency data on a regular basis to identify where changes to the roadway system are needed. In response to this data, the City undertakes projects to improve intersection visibility, stop or slow traffic, or warn drivers of potential dangers. Safety improvements are balanced with the need to maintain traffic flow for residents and businesses. San Leandro also has a "Suggested Route to School" program which enlists the help of children and their parents to define preferred routes between residences and nearby schools. Changes to pedestrian crossings, such as lighted crosswalks, crosswalk countdowns, and longer crossing times could be considered in the future to reduce the risk of accidents.

Traffic speed is another important aspect of roadway safety. Speed limits are posted on all collector and arterial streets in the City, and on some local streets. On those streets that receive federal funds (known as Federal Aid Routes), the speed limits must be justified every five years through an Engineering and Traffic Survey. The California Vehicle Code establishes specific criteria for how speed limits are set on Federal Aid Routes; the City may not enforce the limits if they do not meet these criteria. Thus, reducing the speed limit may not always be the most feasible course of action on a street. Vigilant police enforcement, posted signs, education programs, and traffic calming strategies should be used in conjunction with speed limits to help maintain safe streets.

San Leandro is also taking steps to make its streets safer for persons with special needs, including seniors and persons with disabilities. These include the development of ramps and curb cuts for wheelchairs, the ongoing maintenance of sidewalks, adjustments to crossing times at traffic signals, and the appropriate siting of bus shelters and street furniture to accommodate disabled persons. The use of larger lettering on City street signs also has been suggested and may be further explored in the future.

CHART 4-2 Top Accident Locations in San Leandro, 1994-1998



Source: City of San Leandro, 2000

Pedestrian-Oriented Design

One of the Transportation Element's goals is to promote development that is designed to meet the needs of pedestrians as well as automobiles. The GPAC Transportation Subcommittee strongly believed that the City should encourage site planning and architectural design that was more human in scale, and made walking a more pleasurable activity.

The goal is not to make it more difficult to drive, but rather to make highways, parking lots, and cars in general, a less dominant feature of the cityscape. For instance, the practice of siting large parking lots in front of commercial uses on many San Leandro thoroughfares has created an environment that is not very welcoming to pedestrians. Future standards for such areas should encourage the placement of parking to the rear of the lot, the siting of the storefront near the front setback line, and the orientation of the structure to the street and sidewalk. Parking lot design should emphasize landscaping, attractive lighting, and screening from nearby residential areas.

The design of new subdivisions should avoid streetscapes that are dominated by two-and three-car garages facing the street, and front yards consisting of wide driveways and parking pads. Allowances for narrower streets should be explored. On existing streets, meanwhile, urban design changes and tree planting should create an environment that is conducive to walking. Along transit lines and around transit stations, new development should be oriented in a way that encourages access to BART and AC Transit.

F. INTERAGENCY COORDINATION

The only way to effectively manage congestion and create a more viable public transportation system in San Leandro is through cooperative efforts with other jurisdictions. Regional strategies are also essential to address the environmental effects of transportation, particularly air quality. Several agencies in the Bay Area have been created to facilitate this process, including the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD) and the Alameda County Congestion Management Agency (CMA).

The 1998 Regional Transportation Plan (RTP) estimated that $88 billion would be available during the next 20 years for transportation facilities and services in the Bay Area. More than 80 percent of these funds are earmarked to maintain and operate existing services and facilities, including freeways, local streets and public transit. About 53 percent of the total funds will be needed just to maintain and operate the existing public transit system. San Leandro must be prepared to work with MTC and the CMA to ensure that it receives its share of these funds. The City should be proactive in its dealings with these agencies, and should participate fully in discussions about how funds are allocated.

Major RTP expenditures impacting San Leandro include pavement maintenance and street rehabilitation programs, arterial improvement and signalization projects, subsidies for AC Transit and BART, bicycle/pedestrian projects, transit village projects, and transit system operational improvements. If a future increase to the fuel tax were approved by voters, other projects could include a BART to Oakland Airport connector; various road and interchange improvements; express bus service to employment centers in Southern Alameda County; and enhanced bus service on the Foothill/Bancroft corridor.

At the County level, the CMA is charged with adopting and implementing a Congestion Management Program (CMP), preparing and updating a 20-year Countywide Transportation Plan, coordinating this Plan with local funding programs, and monitoring traffic and levels of service on designated CMP routes. The most recent CMP identified a number of capital projects impacting San Leandro (such as the I-238 widening). It also included a range of strategies to monitor the performance of the regional transportation system and manage travel demand.

The City participates in development of the RTP and CMP and in the technical and strategic transportation initiatives organized by the MTC, ABAG, BAAQMD, and the CMA. Continued involvement by local elected officials and staff will help position the City for future funding through grants, matching funds, and other types of support for transportation improvements.

Goal: 13 Coordinating Land Use and Transportation

Coordinate land use and transportation planning.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

13.01 DECISION-MAKING

Ensure that future land use and development decisions are in balance with the capacity of the City's transportation system.

- Capital Improvement Program
- Development Review
- Traffic Monitoring

13.02 KEEPING PACE WITH GROWTH

Improve transportation infrastructure at a rate that keeps pace with growth.

- Annual Budget
- Capital Improvement Program
- DFSI Fee

13.03 MITIGATION OF DEVELOPMENT IMPACTS

Require developers to address the impacts that their projects will have on the City's transportation system. A variety of mitigation measures, including impact fees, street improvements, transportation demand management (TDM) measures, and improvement of non-automobile transportation modes, should be considered.

Action 13.03-A: Impact Fee Review
Review City transportation impact fees annually to ensure that they are competitive with the rest of the Bay Area and adequately address local street improvement costs.

Action 13.03-B: Traffic Analysis Requirements
Require traffic analyses for new development that will generate substantial volumes of traffic. Identify mitigation measures as appropriate to address impacts.

- CEQA
- Development Review
- DFSI Fee

13.04 TRANSIT-ORIENTED DEVELOPMENT

Ensure that properties adjacent to the City's BART stations and along heavily used public transit routes are developed in a way that maximizes the potential for transit use. Such development should be of particularly high quality, include open space and other amenities, and respect the scale and character of nearby neighborhoods.

- Development Review
- Intergovernmental Coordination
- Zoning Code

Action 13.04-A: BART Station Area Recommendations

Implement the land use and transportation recommendations identified in the urban design studies and/or area plans for the Bayfair and Downtown San Leandro BART Stations areas.

(see also Actions 6.04-A, 6.04-B and 8.10-B).

Action 13.04-B: Minimum Density and Intensity Standards

Adopt minimum density and intensity zoning provisions for sites near the BART stations and along the East 14th Street transit corridor. These provisions should ensure that any new housing developed on these sites contains a minimum of 18 units per acre, and that office development has a floor area ratio of at least 0.5.

Action 13.04-C: Evaluation of Transit Needs in New Development

Evaluate the need for public transit as part of the development review process, both for new projects and for re-use or redevelopment projects.

13.05 **LAND USE STRATEGIES**

Promote land use concepts that reduce the necessity of driving, encourage public transit use, and reduce trip lengths. These concepts include live-work development, mixed use development, higher densities along public transit corridors, and the provision of commercial services close to residential areas and employment centers.

- Development Review
- Zoning Code (Map)

13.06 **SITING OF HOUSING AND PUBLIC FACILITIES**

Consider access to public transportation to be a major factor in the location and siting of future housing and public facilities. Conversely, ensure that community facilities such as libraries, parks, schools, and community, civic, and recreation centers, are served by public transit.

- Development Review
- City Operating Procedures

13.07 PARKING REQUIREMENTS

Establish parking requirements that contemplate the desire to promote public transit use, bicycling, and walking.

- Zoning Code

Action 13.07-A: Review of Parking Requirements

Examine the City's on-street and off-street parking requirements to ensure that they adequately support the goal of promoting public transit, pedestrian travel, and bicycle use.

(see also Action 10.01-A on parking standards for building reuse).

13.08 IMPACTS OF TRANSPORTATION FACILITIES

Work with public and private agencies to reduce the negative impacts (noise, vibrations, fumes, etc.) of major transportation facilities and transit vehicles on adjacent land uses.

- Intergovernmental Coordination

13.09 DEVELOPMENT DENSITY AND INTENSITY

Establish zoning densities and intensities that help maintain the adopted level of service standards on San Leandro streets and highways.

- Traffic Monitoring
- Zoning Code

Action 13.09-A: Industrial Floor Area Ratio (FAR) Zoning Changes

Reduce the base FAR in Light Industrial and General Industrial districts from 1.0 to 0.8 to help ensure that future development and redevelopment does not generate traffic in excess of intersection capacity in the City's major employment districts. Establish an exception process for industrial uses with low employment densities.

Goal: 14 Bicycle and Pedestrian Circulation

Promote and accommodate alternative, environmentally- friendly methods of transportation, such as walking and bicycling.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
14.01	**CITYWIDE BIKEWAY SYSTEM** Develop and maintain a Citywide bikeway system which effectively serves residential areas, employment centers, schools, parks, and multi-modal terminals. ***Action 14.01-A: Bikeway Plan Implementation*** *Maintain and implement a Citywide Bikeway Plan and update that Plan regularly as conditions and needs change. Undertake the education, safety, maintenance, monitoring, and marketing programs identified in the Bikeway Plan.* ***Action 14.01-B: Capital Improvement Scheduling*** *Maintain a schedule of capital improvement priorities in the City's Bikeway Plan and update this schedule as projects are completed and additional funds become available. Capital projects should be developed in accordance with the design standards and priorities identified in the Plan.*	• Annual Budget • Bikeway Plan • Capital Improvement Program • City Operating Procedures
14.02	**FUNDING** Aggressively pursue state and federal funding for bicycle and pedestrian improvements, while also including funding for bicycle and pedestrian improvements in the City's Capital Improvement Program.	• Capital Improvement Program • City Operating Procedures • Grants
14.03	**FUTURE TRAIL ALIGNMENTS** Encourage the use of natural and man-made corridors such as creeks and dormant rail lines for future bicycle and pedestrian trail alignments. The safety of bicyclists and pedestrians and the privacy of adjacent property owners should be top priorities in the design of such trails.	• Intergovernmental Coordination

14.04 **ACCOMMODATION OF BICYCLES AND PEDESTRIANS**

Require new development to incorporate design features that make walking, cycling, and other forms of non-motorized transportation more convenient and attractive. Facilities for bicycles and pedestrians, including bike racks, should be provided within new employment areas, shopping destinations, multi-modal transportation facilities, and community facilities.

- Development Review
- Municipal Code and Ordinances

Action 14.04-A: Bicycle Locker Requirements
Consider revisions to the City's zoning and/or subdivision ordinances to incorporate the standards for bicycle storage facilities identified in the City's Bikeway Plan.

14.05 **ACCESS TO TRANSIT**

Promote improvements that encourage walking, cycling, and other forms of non-motorized transportation to and from transit facilities such as BART stations and AC Transit bus lines.

- Bikeway Plan
- Capital Improvement Program
- Intergovernmental Coordination

14.06 **OUTREACH AND EDUCATION**

Support greater public awareness of the City's bikeways and create incentives to use bikeways through signage, logos, maps, coordination with bicycle advocacy groups, advisory committees, and special events.

- Capital Improvement Programs
- Public Education and Outreach

Action 14.06-A: Bike Route Numbering
Develop a numbering system for the City's bike routes. Work with bicycle advocacy groups in San Leandro and neighboring communities to publish a regional bike route map for general use.

14.07 **PEDESTRIAN ENVIRONMENT**

Strive to achieve a more comfortable environment for pedestrians in all areas of San Leandro, with particular emphasis on the BART Station areas, Downtown, and major commercial thoroughfares such as East 14th Street.

- Development Review
- Redevelopment Project Funding
- Streetscape Design Standards

Action 14.07-A: Pedestrian Facility Inventory
Conduct an inventory of all pedestrian facilities and routes in the City to identify missing links. Develop a program to correct any deficiencies and ensure safe, convenient pedestrian circulation.

Action 14.07-B: Pedestrian and Bicycle Crossing Improvements

Improve crossings for pedestrians and cyclists at intersections in the City through the use of brick pavers, small curb radii, bulb outs, street trees and landscaping near corners, and other measures which shorten pedestrian crossings or increase driver awareness of non-vehicle traffic. Continue to implement the Americans With Disabilities Act (ADA) and remove mobility barriers for persons with disabilities. (See also Action 23.03-A on the completion of Bay Trail "missing links.")

14.08 **LINKAGE TO ROAD IMPROVEMENTS**

Consider opportunities for concurrent pedestrian and bicycle improvements whenever improvements to roadways are made.

- Annual Budgeting
- Capital Improvement Program

Goal: 15 Public Transportation

Ensure that public transportation is safe, convenient, and affordable and provides a viable alternative to driving.

POLICIES AND ACTIONS **IMPLEMENTATION STRATEGIES**

15.01 **COORDINATION WITH SERVICE PROVIDERS**

Work collaboratively with AC Transit and BART to ensure that public transit service remains safe, reliable, and affordable, and to improve service frequency and coverage within San Leandro neighborhoods and employment centers.

- Follow-Up Plans/Studies
- Intergovernmental Coordination

Action 15.01-A: AC Transit Improvements

On an ongoing basis, work with AC Transit to pursue the following:

(a) Route improvements providing greater cross-town access, improved access to public facilities, and additional links to BART from San Leandro neighborhoods and employment centers.

(b) Technological changes (such as signal improvements and global positioning systems) that improve the on-time performance of public transit vehicles and provide greater capacity and service frequency.

(c) Improvements that eliminate barriers to public transit use for persons with disabilities.

(d) Improvements to local bus route maps, automated and electronic schedule information, and public information on public transit services.

(e) Public-private partnerships to create shuttle service between BART, Downtown, and major employment centers.

(f) Representation by San Leandro residents, businesses, and officials on committees and task forces studying AC Transit service improvements in Central Alameda County and the Berkeley-Oakland-San Leandro Corridor.

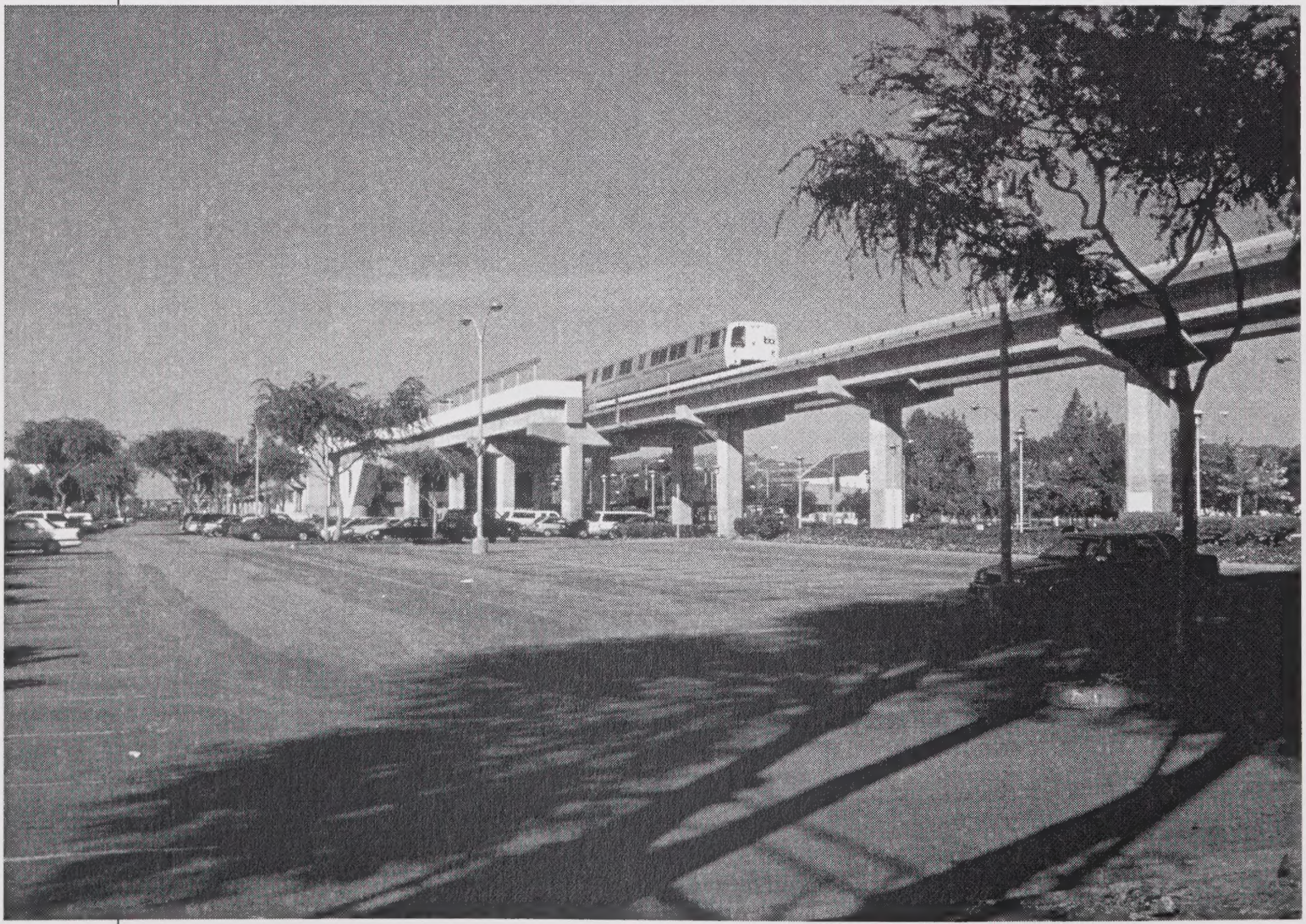
(g) Locating bus loading and unloading areas in a manner which minimizes the disruption of traffic.

Action 15.01-B: BART Improvements

On an ongoing basis, work with BART to pursue the following:

(a) Parking management strategies around the Downtown and Bayfair Stations which ensure that the stations remain available for use by the greatest number of persons possible, and that parking impacts on surrounding neighborhoods are minimized.

(b) Urban design improvements that enhance access to both stations for pedestrians, persons with disabilities, bicycles, and public transit vehicles.



(c) Transit-oriented development on land surrounding the BART Stations.
(d) Strategies to reduce the noise associated with BART trains.
(e) Extension of BART service to San Jose, Livermore, and eastern Contra Costa County.
(f) Representation by San Leandro residents, businesses, and officials on committees and task forces studying service improvements, including BART extensions and connections to Oakland Airport.
(g) Changing the name of the San Leandro Station to "Downtown San Leandro".

15.02 INTEGRATION OF SCHEDULES

Support efforts by BART and AC Transit to integrate their schedules to reduce the loss of time associated with intermodal connections.

- Follow-Up Plans/Studies
- Intergovernmental Coordination

15.03 SHUTTLE BUSES

Encourage the use of shuttle buses as a viable alternative to driving. Shuttles should connect residential areas, schools, employment, shopping, health and other activity centers, and transit facilities such as BART.

- Annual Budget
- Grants
- Public/Private Partnerships

Action 15.03-A: Public/Private Partnerships for Shuttle Service
Continue the recent public/private partnerships to provide shuttle bus service in San Leandro and pursue grants to sustain and expand this service. The City should act as a coordinator and facilitator to ensure that shuttle services benefit the greatest number of persons possible.

Action 15.03-B: Shuttle Bus Impact Fee
Study the feasibility of a shuttle bus impact fee for major new commercial and industrial projects as a means of generating revenue to support expanded shuttle service.

15.04 COORDINATION OF SHUTTLE SERVICES

Promote the consolidation of private shuttle services to provide more efficient and comprehensive service between the City's employment centers and major public transit facilities, and to make the expansion of such service more viable. Where shuttle service is provided, it should supplement rather than compete with conventional public transit service.

- Public/Private Partnerships

POLICIES AND ACTIONS *(Public Transportation continued)* **IMPLEMENTATION STRATEGIES**

15.05 PASSENGER AMENITIES

Encourage amenities, such as shelters, lighting, and route information at bus waiting areas to increase rider safety, comfort and convenience.

Action 15.05-A: East 14th Street Transit Amenities

Continue to promote East 14th Street as the principal north-south local transit route through the City. Retain the flexibility to undertake street design changes in the event that federal investment makes light rail or advanced bus service feasible in the corridor.

- Capital Improvement Program
- Streetscape Design Standards

15.06 BARRIER-FREE TRANSIT

Work with local public transit providers and social service agencies to eliminate barriers to personal mobility and more completely meet the transportation needs of persons with disabilities.

- Annual Budgeting
- Follow-Up Plans/Studies
- Intergovernmental Coordination

15.07 ALLOCATION OF REGIONAL FUNDS

Ensure that the City receives its fair share of the public funds allocated for transit services within the region.

- Intergovernmental Coordination

15.08 LEGISLATION AND PRICING STRATEGIES

Support legislation and pricing strategies which make public transit more economical and affordable than driving.

Action 15.08-A: Employee Transit Incentives

Promote the use of transit vouchers, transit passes, and other financial incentives by local businesses to encourage their employees to use public transportation when traveling to and from work. Promote similar incentives by local businesses to encourage their customers to use public transportation when shopping for goods and services.

- City Operating Procedures
- Intergovernmental Coordination

15.09 FERRY SERVICE

Support continued study of the feasibility of ferry service from San Leandro to other destinations on San Francisco Bay.

- Follow-Up Plans/Studies
- Intergovernmental Coordination

15.10 COMMUTER RAIL SERVICE

Explore the feasibility of additional commuter rail service between San Leandro and major regional employment centers.

- Follow-up Plans/Studies
- Intergovernmental Coordination

Goal: Streets and Highways

16

Improve major transportation arteries for circulation in and around the City.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

16.01 STREET HIERARCHY

Maintain a hierarchy of arterial, collector, and local streets in San Leandro. Recognize this hierarchy when planning for future street improvements.

- Capital Improvement Program
- Master Street Plan

16.02 LEVEL OF SERVICE

Use Level of Service (LOS) "D" as the minimum acceptable service standard for streets and intersections, except as otherwise indicated in the Transportation Element (p. 158).

- Capital Improvement Program
- CEQA
- Development Review
- Master Street Plan

Action 16.02-A: Capital Improvement Program

Prepare and annually update a capital improvement program for transportation facilities, including the projects identified in the General Plan. Pursue a variety of funding sources to construct these projects, including development fees, state and federal grants, voter-approved sales tax measures, and other sources.

Action 16.02-B: Aladdin Extension

Determine the feasibility of, and pursue long-term opportunities to fund and build, the extension of Aladdin and/or Montague Avenues eastward across the Union Pacific Railroad tracks to San Leandro Boulevard and/or Washington Avenue.

Action 16.02-C: Improvements to Marina Boulevard

Pursue funding for the widening of Marina Boulevard from four to six lanes from Orchard Avenue east to San Leandro Boulevard, and the completion of Marina Boulevard/I-880 ramp improvements.

16.03 MAINTENANCE

Regularly maintain City streets and traffic control devices to ensure that streets operate safely and efficiently.

- Annual Budget
- Pavement Managament Program

Action 16.03-A: Funding for Maintenance

Ensure that sufficient funding is allocated to road maintenance and repair during the annual municipal budgeting process.

16.04 **TRAFFIC FLOW IMPROVEMENTS**

Use a variety of measures to improve traffic flow at congested intersections, including technologically advanced tools such as signal timing and video monitoring.

- Annual Budget
- Transportation Demand Management Strategies

Action 16.04-A: Traffic Monitoring and Signal Timing

Conduct traffic monitoring at key intersections in San Leandro. Based on the monitoring data, undertake signal timing and phasing projects which improve traffic flow and safety.

16.05 **EAST-WEST CIRCULATION**

Strive to improve east-west circulation across San Leandro without adversely impacting residential neighborhoods. Encourage signal timing, signage improvements, turn lanes, and other measures which improve circulation but do not involve major physical changes or traffic increases on residential streets.

- Annual Budget
- Capital Improvement Program
- Transportation Demand Management Strategies

Action 16.05-A: East-West Circulation

Explore the feasibility of a signage and signal timing improvement project to improve circulation between the east and west sides of San Leandro.

16.06 **RAILROAD CROSSINGS**

Periodically evaluate the need to convert existing at-grade railroad crossings to grade-separated crossings. Such considerations should be based on the availability of state and federal funds and the volume of train and auto traffic at the crossing locations. Require any future railroad overpass or underpass to be attractively landscaped, with provisions for bicycles and pedestrians.

- Follow-Up Plans/Studies
- Grants
- Traffic Monitoring

Action 16.06-A: Washington Avenue Underpass

Consider alternatives to improve the Washington Avenue rail underpass at the Union Pacific rail crossing. Alternatives should include rebuilding the existing underpass to eliminate the "tunnel" effect, widen the travel lanes, and add provisions for bicycles and pedestrians.

16.07 **TRUCK ROUTES**

Undertake roadway and intersection improvements to designated truck routes which ensure that San Leandro remains competitive as a regional distribution center. Such improvements should further the protection of residential areas from truck traffic.

- Capital Improvement Program
- Grants
- Municipal Code and Ordinances

Action 16.07-A: Truck Route Designations
Designate appropriate San Leandro streets as truck routes so that industrial traffic is channeled away from residential areas. The selection of truck routes should consider neighborhood impacts, freeway access, truck parking needs, turning radii requirements, and the locations of businesses generating the largest volumes of truck traffic.

Action 16.07-B: Truck Circulation Improvements
Pursue the following steps to improve truck circulation in San Leandro and reduce conflicts with residential traffic:

- *Conduct a survey of large industries in San Leandro to determine overall trucking needs in the community.*
- *Identify priority intersections throughout San Leandro where widening to accommodate larger tractor-trailer rigs is required.*
- *Consider developing specific roadway design standards for designated truck routes that address safety, turning requirements, ingress and egress, and streetscape improvements.*
- *Develop a citywide radio band, or use the existing 1610 band, to provide truck route information.*

Goal: ⑰ Neighborhood Traffic Management

Minimize the adverse effects of business, industrial, and through traffic on neighborhood streets.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

17.01 TRAFFIC CALMING STRATEGIES
Use a variety of approaches to slow down or "calm" traffic on San Leandro streets, based on the specific conditions on each street. Emphasize approaches that improve conditions for pedestrians and bicyclists and enhance neighborhood aesthetics.

Implementation Strategies:
- Follow-Up Plans and Studies
- Streetscape Design Standards

Action 17.01-A: Gateway Street Traffic Calming
Implement a traffic calming program for major residential gateway streets. This program could include urban design improvements, pavement changes, and intersection modifications.

17.02 COLLECTOR AND LOCAL STREET OBJECTIVES

On collector streets, support traffic calming measures that reduce average travel speed but maintain roadway capacity and function. On local streets, emphasize visual deterrents to through-traffic (such as street trees, planters, and narrower pavement width at intersections), rather than physical obstacles to traffic flow (such as street closures). Street closures should only be used as a last resort to address traffic conflicts.

- Annual Budget
- Capital Improvement Program
- Engineering Development Standards
- Streetscape Design Standards

Action 17.02-A: Residential Collector Design Standards

Develop special roadway design standards for collector streets in residential neighborhoods to slow traffic, increase landscaping, improve aesthetics, and reduce other negative impacts associated with heavy traffic.

17.03 NEIGHBORHOOD-WIDE APPROACH

Wherever practical, require traffic calming projects to be done at a neighborhood level, rather than on a piecemeal basis. Street alterations that cause traffic to be displaced from one residential street to another should generally be discouraged. Street alterations that impede access by emergency vehicles should be prohibited.

- Annual Budget
- Capital Improvement Program
- Engineering Development Standards
- Streetscape Design Standards

Action 17.03-A: Traffic Study Requirements for Road Changes

Require a study of traffic impacts and a plan for accommodating displaced traffic before making major changes to street design or circulation patterns.

17.04 COORDINATION WITH URBAN DESIGN IMPROVEMENTS

Integrate traffic calming objectives into major urban design projects and streetscape improvement plans.

- City Operating Procedures
- Follow-Up Plans/Studies

Action 17.04-A: Redesign of Commercial Streets

Explore the redesign of select streets in commercial districts (including Downtown) to reduce the number of travel lanes and create amenities such as wider sidewalks, crosswalk pavers, landscaped medians, and street trees within parking lanes.

17.05 TRUCK TRAFFIC ON RESIDENTIAL STREETS

Consider road design improvements, truck route designations, signage, and other tools to discourage truck traffic from using residential streets.

- Capital Improvement Program
- Municipal Code and Ordinances

Action 17.05-A: West San Leandro Road Improvements

Pursue the following roadway improvements, as identified in the West San Leandro Plan, to minimize truck traffic on residential streets:

- *Extension of Polvorosa Avenue to Neptune Drive.*
- *Closure of Aurora Drive and Neptune Drive just north of Williams Street (in cul-de-sacs).*
- *Installation of a traffic signal at Polvorosa Avenue and Doolittle Drive.*
- *Improvement and extension of Eden Road west and south to Davis Street.*
- *Extension of Westgate Parkway from Westgate Shopping Center to Williams Street.*

Action 17.05-B: Enforcement of Truck Parking Regulations

Enforce the regulation of truck parking on City streets. Identify locations where signs prohibiting truck parking may be required.

17.06 **SITING OF BUSINESSES WITH TRUCK TRAFFIC**

To the extent feasible, locate businesses projected to generate large amounts of truck traffic away from residential areas. Ingress and egress for such businesses should be designed to minimize the possibility of truck traffic impacting residential streets.

- Development Review

Goal: 18 Traffic Safety

Improve traffic safety and reduce the potential for accidents on San Leandro streets.

POLICIES AND ACTIONS IMPLEMENTATION STRATEGIES

18.01 **LAW ENFORCEMENT**

Aggressively enforce traffic safety laws on San Leandro streets, including speed limits, red light violations, and pedestrian and bicycle lane right-of-way violations.

- City Operating Procedures

Action 18.01-A: Red Light and Speeding Violations

Investigate the feasibility of photo enforcement and other methods of enforcement to deter red light violations and speeding.

18.02 CAPITAL IMPROVEMENTS

Identify capital improvements and other measures which improve the safety of bicyclists, pedestrians, and motor vehicles on San Leandro streets.

- Annual Budget
- City Operating Procedures

Action 18.02-A: Accident Data Collection and Remediation

Collect and evaluate collision data on the top 25 accident locations in San Leandro. Develop measures to reduce the number of collisions at these locations.

Action 18.02-B: Pedestrian Safety Improvements

Develop programs to improve pedestrian safety at both controlled and uncontrolled intersections throughout the City. Programs that use innovative technology, such as lighted crosswalks and warning countdowns, should be explored.

18.03 PUBLIC EDUCATION

Increase public education on laws relating to parking, circulation, speed limits, right-of-way, pedestrian crossings, and other aspects of transportation safety in the City.

- Public Education and Outreach

Action 18.03-A: Safe Route to School Program

Continue the Safe Route to School program and other bicycle, pedestrian, and non-motorized transportation safety programs for children and seniors.

18.04 SAFE VISIBILITY

Maintain site design, engineering, and zoning standards which ensure that adequate visibility is maintained along streets and driveways.

- Engineering Development Standards

Action 18.04-A: Arterial and Collector Intersection Sign Improvements

Develop and implement a signing program along the arterial and collector streets to more clearly identify intersections for all users and to improve the visibility of street signs and directional signs.

18.05 FUNDING

Pursue grants for the improvement of pedestrian, bicycle, and motor vehicle safety.

- City Operating Procedures

18.06 **STAFF EDUCATION**

Ensure that City Staff is up to date and educated on the latest technology and/or methods of improving safety for all modes of transportation.

- City Operating Procedures

Action 18.06-A: Staff Education

Facilitate the continuing education of City staff in state of the art transportation techniques, including traffic flow improvements, traffic calming, bicycle and pedestrian improvements, and safety and public education.

Goal: 19 Pedestrian-Oriented Streetscape

Encourage Community Design Principles and Standards Which De-emphasize Automobiles.

POLICIES AND ACTIONS IMPLEMENTATION STRATEGIES

19.01 **STREET AND BUILDING DESIGN**

Promote the design of streets and buildings that make San Leandro's streets more attractive and inviting for pedestrians, bicyclists, and public transit users. New development should promote the use of these modes of transportation by including amenities such as sidewalks, bike lockers, and bus shelters.

- Development Review
- Grants
- Engineering Development Standards
- Streetscape Design Standards

Action 19.01-A: Parking Reduction Provisions

Allow reduced parking requirements where specific conditions are met. These conditions should include transportation demand management measures, such as shuttle buses to BART and other destinations, carpooling and vanpooling programs, shared parking, provision of shared cars, and bicycle storage facilities.

Action 19.01-B: Redesign of Commercial Strips

Develop a strategy for "re-tooling" auto-oriented strip shopping centers into pedestrian-oriented neighborhood centers. The strategy should also address the need for safe, inviting pedestrian connections between these centers and nearby neighborhoods.

Action 19.01-C: Conversion of Travel Lanes

On streets with available capacity, consider the conversion of travel lanes to bicycle paths, wider sidewalks, landscaped areas, outdoor seating areas, or public spaces with similar amenities. The design of such improvements must reflect the function of the street and the character of the surrounding area.

Action 19.01-D: East 14th Streetscape Improvements

Pursue public improvements to East 14th Street which make the street more transit- and pedestrian-friendly without impeding traffic flow. These improvements could include wider sidewalks, specially designed pedestrian crossings at key intersections, street trees, undergrounding of utilities, improved transit waiting areas, and landscaping. Neighborhood residents and local motorists should be involved in the planning and design of such improvements.

(See also Action 8.09-D)

19.02 SITING OF PARKING LOTS

Encourage the placement of parking lots to the rear of businesses rather than along the street frontage so that they become a secondary feature of commercial development rather than the dominant feature. Where large surface parking lots must be provided, require screening and landscaping to improve and soften their appearance.

- Design Guidelines
- Zoning Code (parking regulations)

Action 19.02-A: Parking Lot Design

Develop design standards and code enforcement procedures for parking lots which ensure that parking is attractively landscaped, well maintained, and contributes positively to the overall character of the street and neighborhood.

19.03 SHARED PARKING

Promote the concept of parking areas which are "shared" by multiple uses with different peak demand periods as a means of reducing the total amount of parking which must be provided.

- Design Guidelines
- Zoning Code (parking regulations)

19.04 GARAGE DOOR VISIBILITY

Minimize the visibility of garage doors in new single family and multi-family residential construction.

- Design Guidelines
- Development Review

19.05 NARROWER STREETS

Where aesthetic, safety and emergency access considerations can be adequately addressed, allow narrower streets in new development to create a more intimately-scaled street environment.

- Engineering Development Standards

19.06 **REDUCED TRIP GENERATION**

Encourage local employers to develop programs that promote ridesharing, bicycle use, and other modes of transportation that reduce the number of vehicle trips generated.

- TSM Programs

(Please consult the Historic Preservation and Community Design Element (Goals 42-44) for additional policies and actions on this topic.)

Goal: 20 Interagency Coordination

Coordinate local transportation planning with other agencies and jurisdictions.

POLICIES AND ACTIONS — IMPLEMENTATION STRATEGIES

20.01 **COORDINATION WITH REGIONAL AGENCIES**

Work closely with the Metropolitan Transportation Commission, the Alameda County Congestion Management Agency, and other agencies to address regional transportation issues affecting San Leandro.

- Intergovernmental Coordination

Action 20.01-A: Airport Expansion Impacts

Monitor expansion plans for Oakland International Airport and advocate measures requiring the Port of Oakland to mitigate potential traffic impacts on San Leandro streets.

Action 20.01-B: Emergency Preparedness

Coordinate with highway and public transit agencies to develop contingency plans in the event that road or transit service is disrupted by accident or disaster.

20.02 **REPRESENTATION ON COMMISSIONS**

Promote City representation on regional commissions and task forces addressing transportation issues.

- Intergovernmental Coordination

Action 20.02-A: Commission Representation

Seek representation by San Leandro's elected officials on the Metropolitan Transportation Commission and other regional commissions and agencies addressing transportation issues.

Action 20.02-B: Trans-Bay Crossings

Remain an active participant in discussions about additional bridge or tunnel crossings between the East Bay and the Peninsula/ San Francisco.

20.03 **SPECIAL NEEDS GROUPS**

Work with social service agencies, advocacy groups, non-profit organizations, school districts, and the private sector to better respond to the transportation needs of all segments of the community including seniors, children, persons with disabilities, and lower income households.

- Intergovernmental Coordination
- Public/Private Partnerships

20.04 **COMMUNITY INPUT**

Actively seek community and neighborhood input in the transportation planning process.

- City Operating Procedures
- Public Education and Outreach

20.05 **COORDINATION WITH CALTRANS**

Coordinate local transportation planning programs and improvement projects with Caltrans. Integrate the Caltrans' Tier 2 highway system into the local transportation system to the maximum extent feasible.

- Intergovernmental Coordination

Action 20.05-A: Tier 2 Highways

Pursue the transfer of responsibility for Caltrans Tier 2 highways from the State of California to the City of San Leandro, subject to a study of the projected annual costs to the City and the projected additional revenues resulting from the transfer. These facilities include:

- *Davis Street (east of Doolittle)*
- *Doolittle Drive (north of Davis)*
- *East 14th Street*

Until such facilities are transferred to the City, coordinate with Caltrans on signal phasing, road improvement, and other projects affecting these facilities.

20.06 **RAILROADS**

Work with the Union Pacific Railroad and AMTRAK to minimize the impacts of their facilities on the City and to better educate the public about railroad crossing safety.

- Intergovernmental Coordination

20.07 **COORDINATION OF PUBLIC WORKS PROJECTS**

Coordinate road, infrastructure, utility, and telecommunication construction and maintenance projects to minimize disruption of local traffic patterns.

- Intergovernmental Coordination
- Public/Private Partnerships

CHAPTER

5

Open Space, Parks, and Conservation

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5

OPEN SPACE, PARKS, AND CONSERVATION

A. OVERVIEW

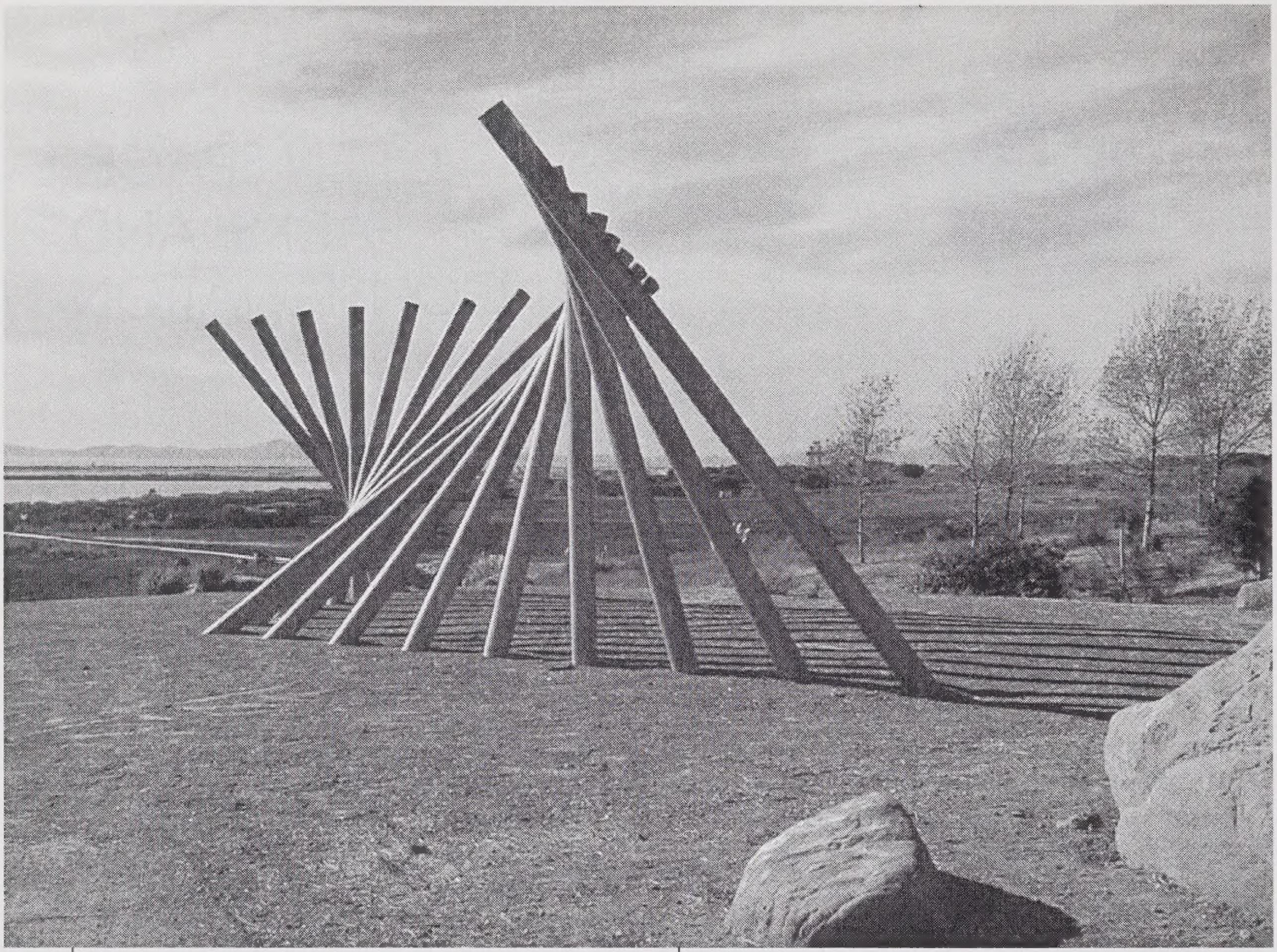
This chapter incorporates the state-mandated "Open Space" and "Conservation" Elements of the General Plan. It addresses the management of San Leandro's park and open space areas, and the conservation of natural resources such as soil, water, and natural habitat. Its goals and policies address a broad range of issues, with the common purpose of improving recreational opportunities and protecting the City's natural environment.

San Leandro's parks are a source of pride and enjoyment for the entire community and accommodate recreational activities for all segments of the population. The City is home to a world-class golf course, a scenic shoreline trail system, a large regional park, and numerous smaller neighborhood and community parks. These parks offer a range of leisure time experiences, from the quiet contemplation of nature to active sports like swimming and soccer.

But there are also deficiencies in the park system that must be addressed. Some of the parks need rehabilitation and updating. Others require design changes to address safety issues and use conflicts. Some neighborhoods lack convenient access to parks and would benefit from additional open space and recreational facilities. The recent increase in youth population has led to growing demand for recreational programs and competition for access to facilities. The ability to fund park improvements, and even meet basic maintenance needs, remains a challenge. The General Plan includes policies and programs to address this challenge and others to ensure that the City's parks remain an asset for years to come.

In addition to the parks, San Leandro contains other significant open spaces. These areas contain diverse ecosystems, including wetlands near the shoreline, riparian woodlands along San Leandro Creek, and grasslands in the hills. Even the City's residential neighborhoods provide an "urban forest," with trees and shrubs providing habitat for birds and small mammals. These ecosystems must be managed to avoid their degradation and ensure the long-term sustenance of plant and animal life. Ultimately, a healthy natural environment can enhance public health, local aesthetics, and civic pride.

Another mission of this Element is to promote conservation practices among San Leandro residents and businesses. Three areas are emphasized: water conservation, recycling, and energy conservation. A number of programs are presented to reduce the consumption of non-renewable resources and promote more sustainable alternatives. In each case, there is a need for greater awareness of why conservation is needed and the contributions that each San Leandro resident or business can make toward achieving conservation goals.



B. OPEN SPACE

State guidelines require that four types of open space be identified and analyzed in the General Plan:

- *Open Space for Recreation.* This category includes the City's park system, as well as schoolyards, athletic fields, the regional parks, and other areas used for recreation. The management of these areas is addressed on pages 189 through 197 and is covered by Goals 21 through 24.
- *Open Space for the Protection of Natural Resources.* In San Leandro, this category includes the Shoreline Marshlands, the riparian areas along San Leandro Creek, and the offshore waters of San Francisco Bay. These areas will remain undeveloped in the future to protect natural habitat, including several endangered or threatened species. These areas are addressed on Pages 197 through 206 and are covered by Goals 25 and 26.
- *Open Space for the Managed Production of Resources.* This category includes agricultural land, commercial fishing grounds, timber harvest areas, quarries, and other areas used for resource production. At one time, such open spaces were abundant in San Leandro, consisting primarily of farms and orchards. Virtually all of these areas have been converted to urban uses. The soil and mineral resources which support resource production in San Leandro are addressed on Page 206-207.
- *Open Space for Public Health and Safety.* This includes the "no build" zone along the Hayward Fault, unstable slopes in the San Leandro Hills, and the floodways along local creeks and flood control channels. These areas are addressed in detail in Chapter 6.

Open space areas are shown on Figure 3-2 (Land Use Diagram). Two of the 15 categories on the map—(1) Parks and (2) Resource Conservation Areas—have been used to delineate open space in the City.

C. PARKS

City Parks

San Leandro has 121 acres of City parks, including four community parks, ten neighborhood parks, seven mini-parks, and four special use recreation areas. The City also has a 178-acre municipal golf course and a 466-slip public marina. The location of these parks is shown on Figure 5-1. Table 5-1 includes the acreage of each park, along with the acreage of other open space areas in the City. The other open space areas include 87 acres of school athletic fields and playgrounds.

Most of the City's parks were developed in the two decades following World War II. The post-war population boom brought about a great increase in recreational needs and large parks such as Washington Manor, Stenzel, Halcyon, Bonaire were incorporated in the subdivisions developed at that time. Several of the post-war era parks were developed collaboratively with schools, supplementing the City's park system and providing access to special facilities such as swimming pools and running tracks. In the early 1960s, the Marina Park, boat basin, and golf courses were developed through a major land reclamation and redevelopment program. The Marina soon became the flagship of the City's park system. Most of the parks created since 1970 have been small "pocket" parks under an acre in size, developed on vacant parcels or within new subdivisions.

San Leandro's Parks

Community Parks range in size from 5 to 30 acres. Each park serves multiple neighborhoods and contains a wide variety of active and passive recreational facilities. The City's four community parks are Marina, Thrasher, Washington Manor, and Chabot.

Neighborhood Parks are typically 2 to 10 acres in size and provide for the daily recreational needs of area residents. They often have large lawn areas for informal sports and play activities. They may include facilities such as tennis courts and tot lots, but usually do not include major facilities such as lighted ballfields. Examples include Bonaire and Memorial.

Mini-Parks or "pocket parks" are usually less than an acre in size and accommodate small recreational facilities such as picnic tables and tot lots. Such parks are often included in new developments, in accordance with the City's Subdivision Ordinance and parkland dedication requirements.

Special Use Parks include facilities which serve a specific need or population group. Examples include the Heath Tennis Courts, the San Leandro Ball Park, and Farelly Pool.

Regional Parks and Trails include the Oyster Bay Regional Shoreline and the Bay Trail. Oyster Bay is owned and operated by the East Bay Regional Park District and is mostly unimproved at the present time.

Golf Courses include the 178-acre Monarch Bay public golf complex. This complex consists of the 18-hole Tony Lema and 9-hole Marina Golf Courses, and a driving range, pro-shop, and clubhouse.

School Facilities include sports fields, hard court areas, lawns, and other facilities at 14 school campuses in San Leandro. These facilities are owned by the San Leandro and San Lorenzo Unified School District. Joint use agreements have been developed for some of these facilities which allow access by the general public when school is not in session.

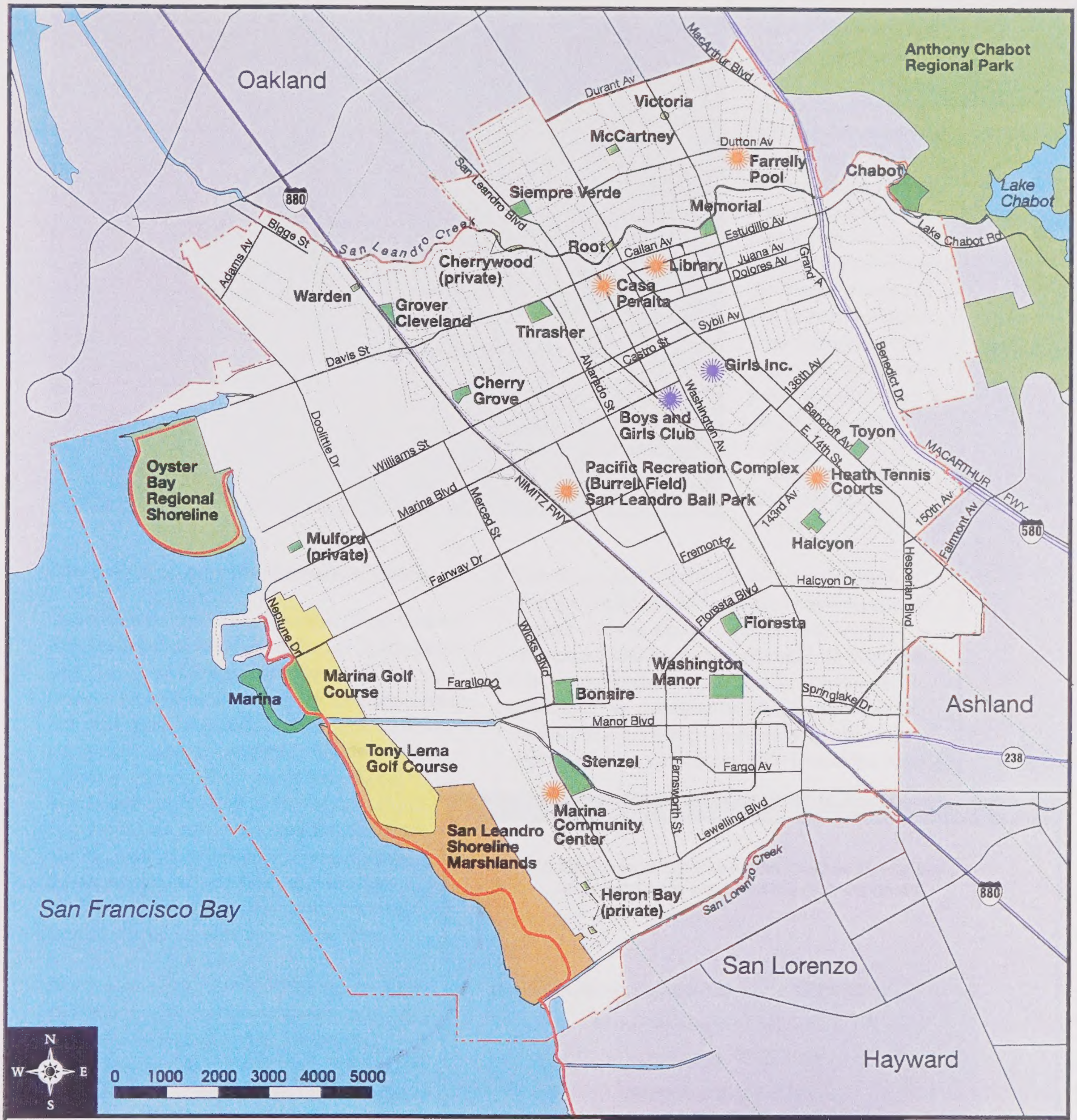
Table 5-1 Park and Recreational Facilities in San Leandro

Parks	Acreage
COMMUNITY PARKS	
Chabot	10.5
Marina	30.0
Thrasher	4.7
Washington Manor	13.3
NEIGHBORHOOD PARKS	
Bonaire	5.1
Cherry Grove	4.1
Floresta	1.7
Halcyon	4.7
McCartney	1.7
Memorial	2.7
Mulford (privately owned and maintained)	1.4
Siempre Verde	1.8
Stenzel	9.9
Toyon	2.4
MINI-PARKS	
Grover Cleveland	1.1
Halcyon Drive Linear Park	0.7
Heron Bay (two privately owned and maintained parks)	1.4
Root	0.8
Victoria	0.3
Warden	0.3
SPECIAL USE PARKS	
Farrelly	0.5
Heath	0.7
Pacific Athletic Complex (Burrell Field)	15.0
San Leandro Ball Park	6.2
TOTAL ACTIVE PARK ACREAGE	**121.0**
PUBLIC GOLF COURSES	
Monarch Bay Golf Course	178.0
TOTAL CITY-OWNED OPEN SPACE ACREAGE ELIGIBLE FOR INCLUSION IN PARK IMPACT FEE STANDARD	**299.0**

Other Major Open Spaces	
Description	**Acres**
Oyster Bay Regional Shoreline	170
San Leandro Shoreline Marshlands	172
Citation Marsh (private)	100
Dredge Materials Management Site	114
TOTAL OTHER OPEN SPACES	**556**

School Facilities	Acreage
Bancroft	4.2
Corvallis	6.0
Dayton	0.5
Garfield	4.3
Jefferson	5.6
Madison	6.4
McKinley	3.2
Monroe	4.0
Muir	15.2
Redwood	5.2
Roosevelt	3.9
San Leandro HS	15.6
Washington	1.3
Washington Manor	4.9
Wilson	6.7
TOTAL SCHOOL FACILITY ACREAGE	**87.0**

TOTAL CITY PARKS	**121.0**
TOTAL GOLF COURSE	**178.0**
TOTAL SCHOOL FACILITIES	**87.0**
ACREAGE ELIGIBLE FOR INCLUSION IN PARK IMPACT FEE STANDARD	**386.0**
POPULATION (2000)	**79,460**
ACRES/1,000 RESIDENTS	**4.86**


Oakland
Anthony Chabot Regional Park
Lake Chabot
Chabot
MacArthur Blvd
Durant Av
Victoria
McCartney
Dutton Av
Farrelly Pool
Siempre Verde
Memorial
Estudillo Av
San Leandro Blvd
880
Bigge St
Adams Av
San Leandro Creek
Root
Callan Av
Library
Juana Av
Dolores Av
Grand Av
Lake Chabot Rd
Cherrywood (private)
Casa Peralta
Warden
Grover Cleveland
Thrasher
Sybil Av
Davis St
Castro St
Girls Inc.
136th Av
Benedict Dr
Cherry Grove
Alvarado St
Boys and Girls Club
Washington Av
Bancroft Av
Toyon
E. 14th St
MACARTHUR FWY
Oyster Bay Regional Shoreline
Doolittle Dr
Williams St
Pacific Recreation Complex (Burrell Field)
San Leandro Ball Park
Heath Tennis Courts
143rd Av
150th Av
Fairmont Av
580
Marina Blvd
Merced St
NIMITZ FWY
Halcyon
Mulford (private)
Fremont Av
Fairway Dr
Halcyon Dr
Hesperian Blvd
Neptune Dr
Floresta Blvd
Floresta
Wicks Blvd
Washington Manor
Marina Golf Course
Farallon Dr
Bonaire
Springlake Dr
Ashland
Marina
Manor Blvd
Tony Lema Golf Course
Stenzel
Farnsworth St
Fargo Av
238
Marina Community Center
Lewelling Blvd
San Leandro Shoreline Marshlands
San Lorenzo Creek
Heron Bay (private)
San Francisco Bay
San Lorenzo
Hayward
N
W
E
S
0
1000
2000
3000
4000
5000
LEGEND
City Park
Regional Park
Golf Course
Conservation Area
San Francisco Bay Trail
Special Use Facility
Non-Profit Facility

SAN LEANDRO PARK SYSTEM

FIGURE 5-1

San Leandro General Plan Update, 2002

Rehabilitation and Maintenance Needs

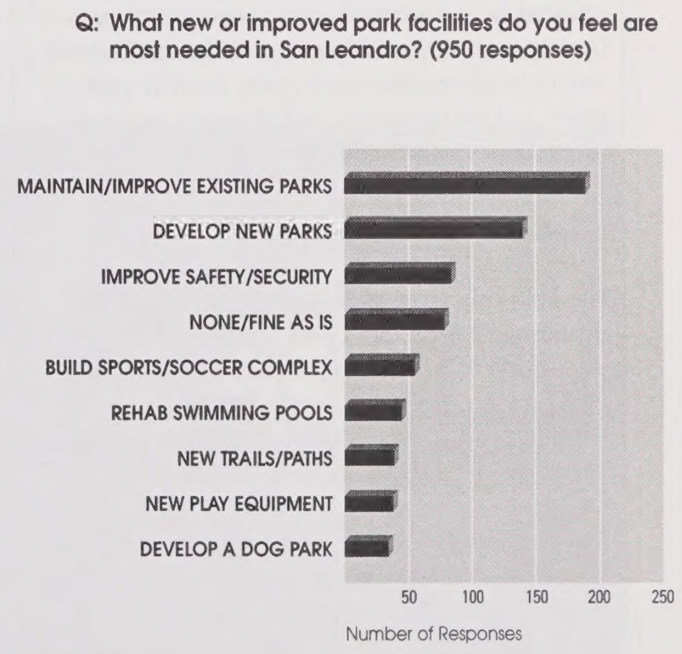
Surveys conducted over the course of the General Plan update found that rehabilitation of the City's parks is one of the top civic priorities in San Leandro (see Chart 5-1). Many of the parks contain outdated equipment and facilities, worn out turf, aging buildings and restrooms, and deteriorating irrigation systems. These parks have faced ever increasing demand as the City's population has grown. Recreational needs are also becoming more diverse, as the demand for non-traditional activities such as roller blading, skateboarding, and cultural arts has created a need for new types of facilities.

Based on the 2001 General Plan Survey, most residents believe that San Leandro's existing parks should be updated and improved before new parks are developed. Policies and programs in this General Plan urge the City to maintain or increase General Fund allocations for this purpose, and to explore possible new funding sources such as grants, concessions, assessment districts, and bond measures. State Proposition 12 created a one-time funding source for several key improvements in the City, but additional sources will be needed in the future.

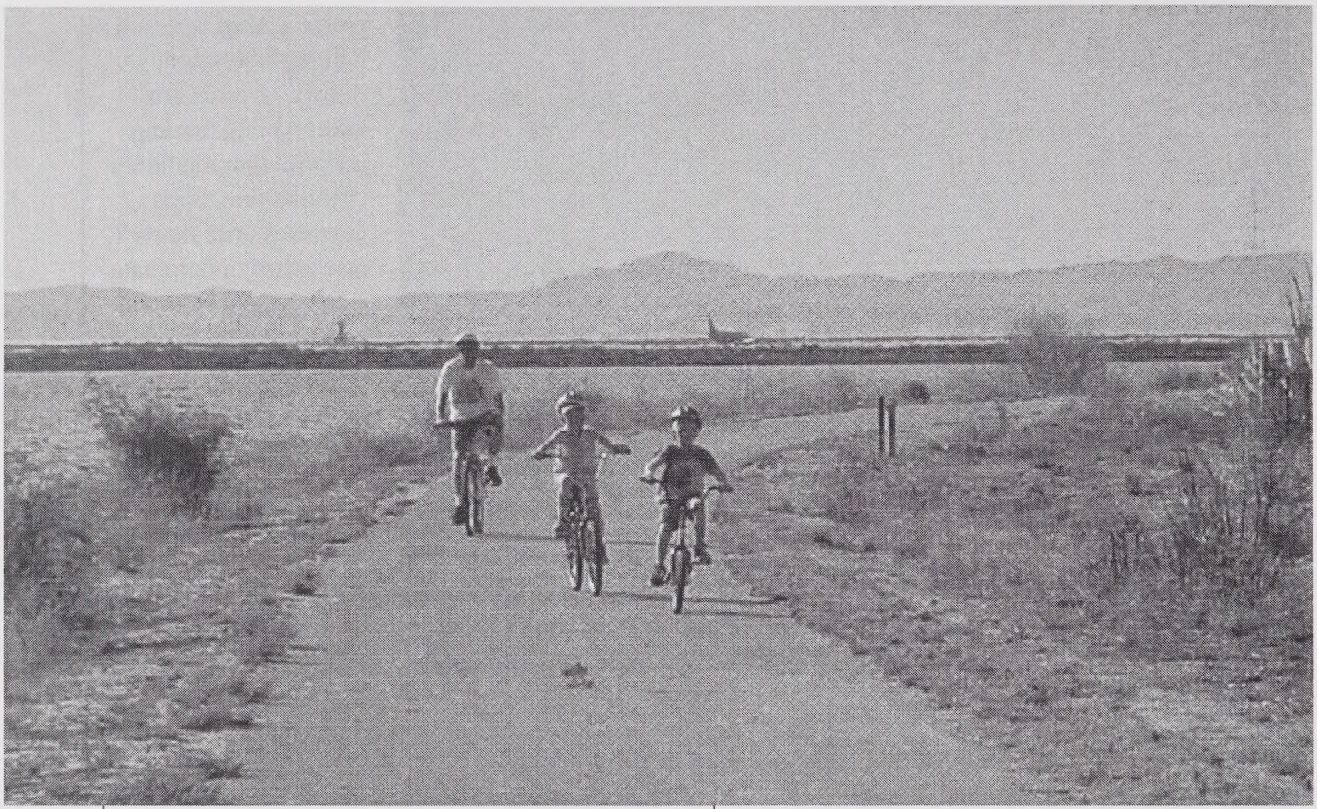
Broad public support will be critical if the City is to successfully pass a bond measure, create a landscape and lighting assessment district, or enact any other type of funding initiative that requires a citywide vote. Such initiatives must be well researched, incorporate extensive public input, and be targeted to cover the improvements that San Leandro residents want the most. It will be difficult to create new local funding sources if the public is not confident that their tax dollars will be spent efficiently and effectively.

With this in mind, the City's park rehabilitation strategies should build upon the extensive amount of work that has already been done to assess deficiencies and improvement needs. In 1998, the City commissioned a Parks Needs Assessment, resulting in an extensive set of recommendations. Master plans have been prepared for most of the parks, and ADA (Americans With Disabilities Act)

CHART 5-1 **Survey Findings—Recreational Needs**



Source: General Plan Citywide Survey, 2001



compliance needs have been determined for many facilities. These studies and plans should become the starting point for a comprehensive strategy to finance and build the necessary improvements.

Additional public input should be solicited as park rehabilitation strategies are refined and implemented. In fact, public input should be solicited in all aspects of park planning and care. Greater park stewardship can provide an effective way to build neighborhood pride, improve park safety, reduce vandalism, and ultimately make the parks more useful for all residents.

Level of Service Standards

The following Level of Service standards have been established for the City's park system:

- At least 4.86 acres of improved parkland should be provided for every 1,000 residents.
- A park should be accessible within one-half mile of each San Leandro resident.

The 4.86 acres per thousand standard is based on the existing ratio of parks to population in the City of San Leandro. To maximize the City's parkland dedication requirement for new residential development, the base acreage for this standard includes City parks, schoolyards and school athletic fields, and the Monarch Bay Golf Course. The City will sustain this ratio in the future by developing new parks as population increases. Based on a projected 2015 population of 85,000, the City will need 27 acres of additional parkland during the next 13 years. In addition, joint use agreements will need to be firmly established for each of the City's public schools, to ensure that these facilities are actually available for public use.

The second part of the park standard—access within one-half mile—suggests that park acquisition and development be targeted to several specific areas. Those areas that currently do not meet the distance standard include Marina Faire, the southern part of Washington Manor (south of Lewelling), the Springlake/ Huntington Park area, the Timothy Drive area, the northern MacArthur corridor, the southern part of Downtown, and the southern part of Bay-O-Vista.[2]

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[1] The park standard is based on active recreation areas only and does not include the Shoreline Marshlands, Oyster Bay Regional Shoreline, and other passive open space areas. Pursuant to the Quimby Act, which allows the City to sustain the existing park-to-population ratio through impact fees and parkland dedication requirements, this figure also includes the Monarch-Bay Golf Course. It is important to keep in mind that most San Leandro neighborhoods fall short of the 4.86 acre standard, making it even more imperative to develop additional parks as new housing is developed.

[2] A map of these areas may be found in the General Plan "Existing Conditions Report" and in the 1998 San Leandro Parks Needs Assessment by Callender Associates.

Potential New Parks

Although the City's priority is to restore and enhance existing parks, it is important not to lose sight of the fact that the City as a whole is underserved by parkland. Goal 22 of the General Plan presents policies and programs to increase park acreage. Because San Leandro is almost fully developed, opportunities for new parks may not be immediately apparent. There are few vacant sites left in the City and those that exist are expensive or not conveniently situated for recreation. In the future, the City will need to consider less conventional sites, such as utility and railroad rights-of-way, and redeveloping industrial areas. There may also be opportunities to convert existing public open space into more usable parkland, particularly at Oyster Bay Regional Park, and to improve access to school recreational facilities through joint use agreements (see discussion below).

The City will continue to use park impact fee and dedication requirements to ensure that open space is set aside within developing neighborhoods. Such requirements ensured that parks were included in the Cherrywood and Heron Bay subdivisions and will provide a funding source for land acquisition and capital improvements in the future. However, impact fees alone will not be sufficient to address the backlog of deficiencies, or the need for larger facilities such as soccer fields. Projects like the Sports Complex described in the Land Use Element (see P. 119) are needed to fully redress the shortage of parkland in the City.

Elsewhere in San Leandro, opportunities for new mini-parks, community gardens, and other public spaces should continue to be explored. These could range from pockets of surplus land that are "adopted" and landscaped by neighborhood groups to the restoration of the Downtown Plaza and fountain on East 14th Street. There may be opportunities for additional parks along San Leandro Creek, and on the PG&E right-of-way adjacent to San Leandro High School. Opportunities to include private open space areas in new commercial and industrial development also should be encouraged. Such areas might include landscaped "commons" or outdoor seating areas, courtyards, plazas, and employee recreational facilities. The City will also encourage the development of private recreational facilities that are open to the public, such as driving ranges and skating rinks.

Regional Parks and Trails

The East Bay Regional Park District (EBRPD) was formed in 1934 with the mission of preserving open space in the East Bay Hills. This mission has expanded as the District's service area, and the population of that service area, have expanded. The District currently manages more than 90,000 acres of land in 60 parks in Alameda and Contra Costa Counties. Its landholdings in the San Leandro Area include Anthony Chabot/Lake Chabot Regional Park east of the City limits and Oyster Bay Regional Shoreline, located on the former Oakland Scavenger landfill at the west end of Davis Street.

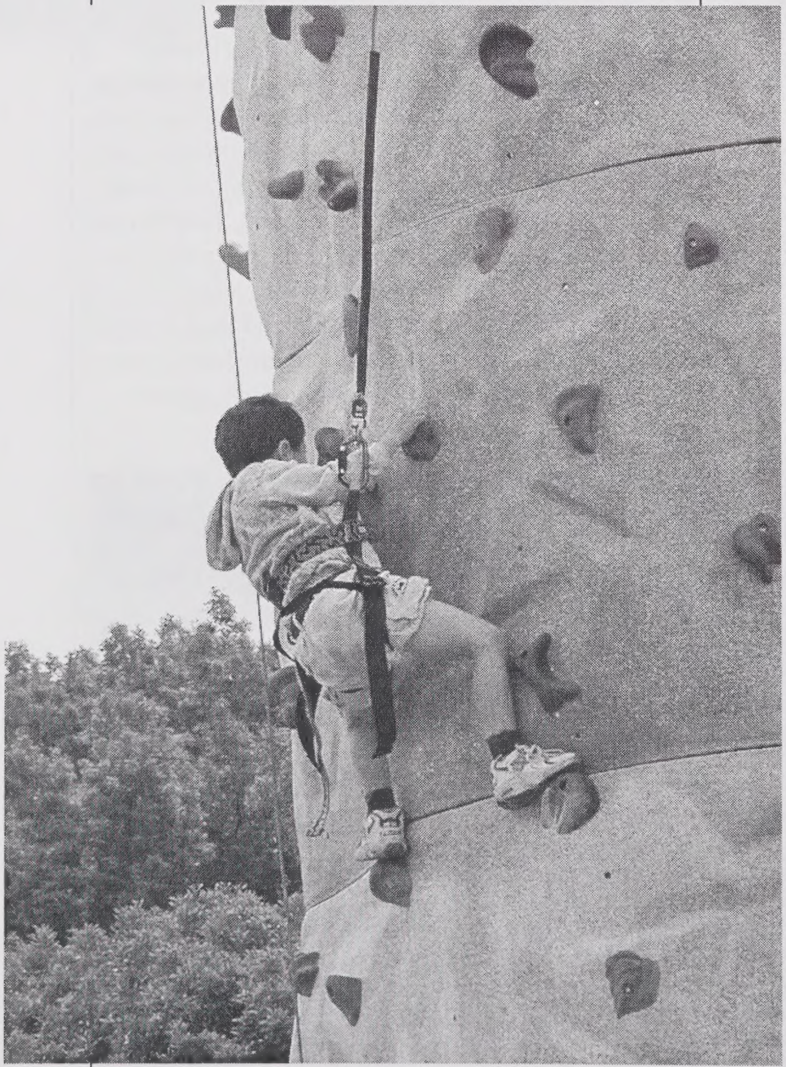
Anthony Chabot Regional Park provides a semi-wilderness experience in close proximity to the City, with an extensive network of hiking, equestrian, and mountain biking trails crossing some 5,000 acres of scenic hillside open space. Lake Chabot, a 315-acre reservoir, is the centerpiece of the park. Facilities for fishing, boating, picknicking and camping are located along the shoreline. Improved trail connections between Lake Chabot and the City of San Leandro should be explored in the future, both along Lake Chabot Road and along San Leandro Creek.

CITY OF SAN LEANDRO
MEMORIAL
PARK

A 182-acre area between Anthony Chabot Park and the Bay-O-Vista neighborhood known as Fairmont Ridge was acquired by the EBRPD in the early 1990s. The site is currently managed by the Park District as a resource conservation area. It provides habitat for a number of rare plants and forms an attractive backdrop for many San Leandro neighborhoods. Steep terrain and constrained access on Fairmont Ridge limit the types of recreational uses that might be developed in the future. Again, additional trail connections to San Leandro neighborhoods could be pursued to improve access between San Leandro and Anthony Chabot Regional Park.

Oyster Bay Regional Shoreline holds the greatest potential for improvement among EBRPD's local landholdings. The 170-acre former landfill is entirely within the San Leandro City limits and is almost completely undeveloped. During the past few years, the park has been the subject of litigation between the EBRPD and Alameda County Waste Management regarding the removal of contaminated groundwater. This has stalled the implementation of a Master Land Use Plan, which calls for the development of additional picnic areas, trails, and other low-impact facilities. Now that legal issues have been resolved, the Land Use Plan should be updated and the possibility of additional facilities and amenities should be explored.

San Leandro also contains approximately four miles of the San Francisco Bay Trail. Bicyclists can travel south from the San Leandro Marina to the San Mateo Bridge—a distance of eight miles—without crossing a single roadway. An extension of the trail will soon provide a direct link as far south as Union City. On the north, a planned bridge across Oyster Bay Slough and a new trail across Oakland's reconstructed Galbraith Golf Course will provide a link to the Martin Luther King Junior Regional Shoreline in Oakland. The ultimate goal is for the trail to encircle the entire Bay. Spur trails from the Bay Trail are also planned to provide shoreline access from nearby neighborhoods.



Joint Use Agreements

Schools are an integral part of the network of park and recreational facilities in San Leandro. The athletic fields, gymnasiums, swimming pools, and other facilities owned by the San Leandro and San Lorenzo Unified School District supplement City-owned facilities to create a more complete and well-balanced park system. Public access to these facilities is governed by joint use agreements between the City and each school district. The City and schools also collaborate on recreational programming and capital facility development.

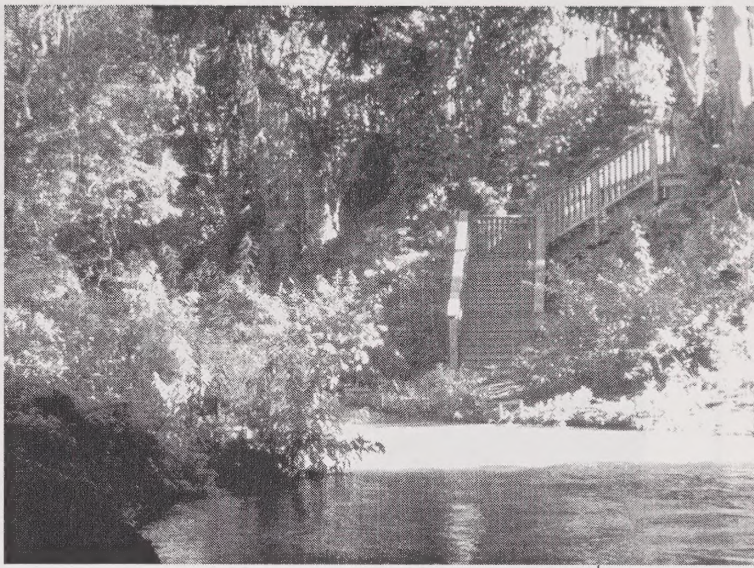
Joint use agreements have yet to be developed for a number of school facilities due to unresolved issues of funding, liability, maintenance, scheduling, and staffing. A School/City Liaison Committee comprised of San Leandro City Council members and Board members from the two school districts convenes regularly to address these issues. Even after agreements have been developed for all sites, it is important that this Committee remains active to monitor the success of co-sponsored programs and explore other ways to expand recreational services.

Although the most significant issue is public access, another issue the School/City Liaison Committee may address in the future is the redesign of certain school sites to make them more "parklike." Some of the school properties—particularly those in neighborhoods that lack conventional City parks—would benefit from additional greenery, paths, street furniture, and recreational facilities. Since school grounds provide the only open spaces in some San Leandro neighborhoods, it is important that they be viewed as aesthetic and recreational resources as well as educational resources for the community.

The City also works cooperatively with non-profit agencies such as the Boys and Girls Club and Girls Inc. to coordinate the delivery of recreational services. Some of these agencies receive financial assistance from the City to operate facilities that provide a public benefit. Collaboration with these groups further expands local recreational opportunities and reaches groups who might not otherwise participate in City programs.

D. NATURAL RESOURCES

San Leandro's natural resources contribute to its ecological health and scenic beauty. The City's urban character masks what is actually a rich mosaic of natural and manmade ecosystems. Within the City limits, there are over two square miles of offshore waters and mudflats, a 350-acre wetland, riparian woodlands along one of the East Bay's longest creeks, and hillside grasslands and brushlands.



All of the City's natural resources, from air to soil, are susceptible to damage by urban activities. Policies in this Element provide long-term strategies to protect natural resources and ensure their responsible management. These strategies are supplemented by air and water quality policies in the Environmental Hazards Element.

San Leandro Creek

San Leandro Creek has always been considered one of the City's most important natural resources. The creek drains 48 square miles in Alameda and Contra Costa Counties, including much of the regional watershed and open space lands between the East Bay Plain and the San Ramon Valley. It flows through two major reservoirs before entering San Leandro, then continues for about four miles into Oakland where it enters San Leandro Bay.

While other urban creeks in the East Bay have been channelized or buried, most of San Leandro Creek has been preserved in its natural state. The creek provides a rich riparian habitat in the heart of the City. Its stands of willow, laurel, and eucalyptus trees, and its banks of wildflowers and berries support abundant terrestrial and aquatic life.

Within the San Leandro City limits, the creek's upper reaches are generally in private ownership. Property lines actually run to the centerline of the creek and individual owners are responsible for basic maintenance and erosion control activities. The lower portions of the creek are under the

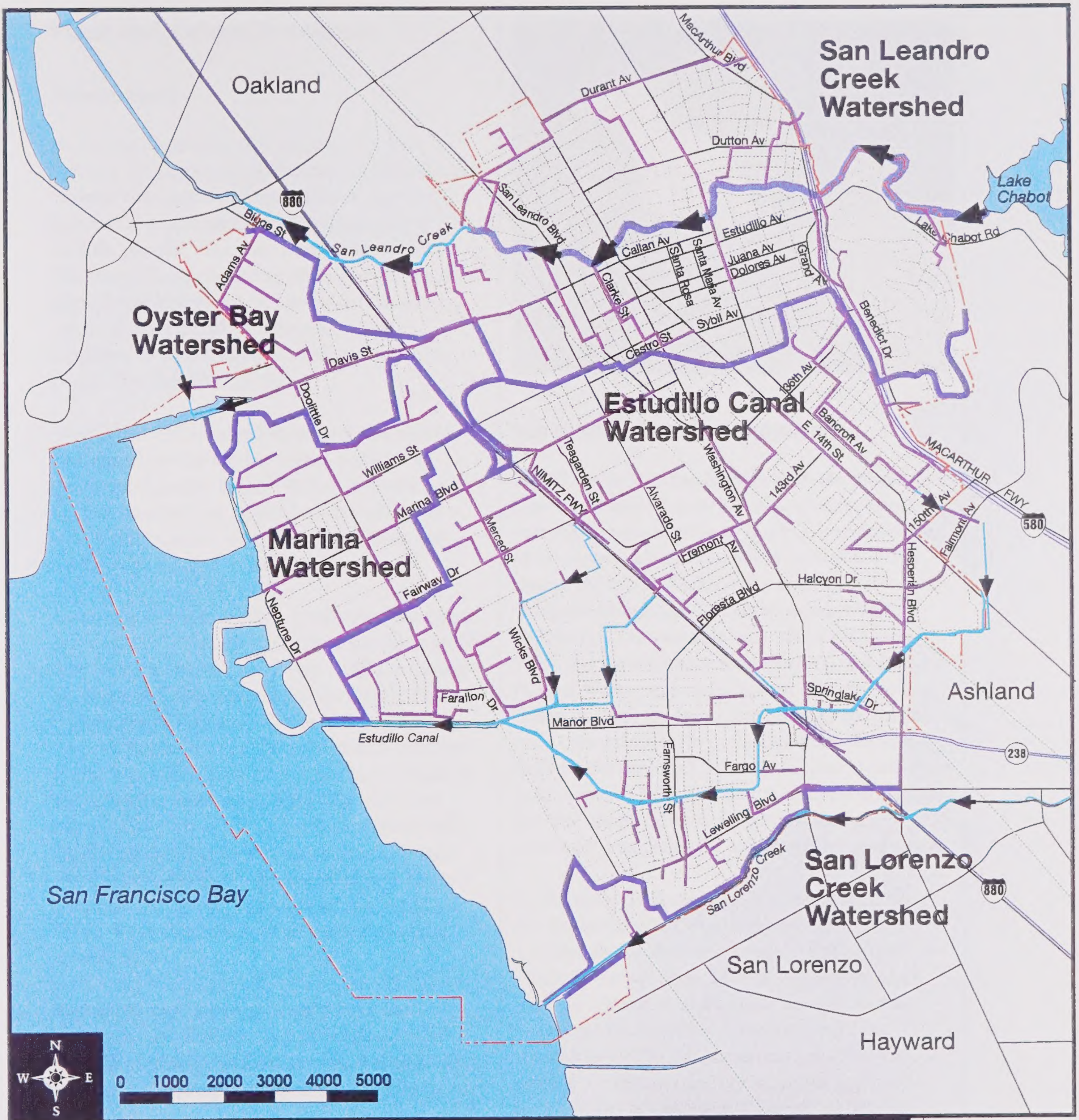
jurisdiction of the Alameda County Flood Control and Water Conservation District (ACFCWCD). ACFCWCD maintains these sections, and is also responsible for keeping the upper (private) portions free of obstructions which could potentially cause flooding.

Public interest in creek protection has been very high in San Leandro for more than three decades. Several non-profit groups, including the Friends of San Leandro Creek, advocate for watershed management, public education, pollution prevention, and creek restoration. For more than a decade, San Leandro volunteers have monitored water quality, bird population, habitat changes, and water temperature in the creek. Storm drain stenciling, classes, workshops, and educational programs have helped raise public awareness of the creek's importance.

A Watershed Management Plan for San Leandro Creek has been drafted by the ACFCWCD, with input from Alameda County Clean Water Program staff, the Cities of San Leandro and Oakland, the Friends of San Leandro Creek, and concerned citizens. The Draft Plan's mission is to foster a diverse, healthy watershed and ensure that the creek continues to be valued as a natural and community resource. Through a series of recommended "best management practices," it seeks to implement new bank stabilization, public access, and vegetation management projects. San Leandro will consider the recommendations of the Draft Plan as it makes future decisions along the creek and in its watershed. The City will support projects that enhance the creek environment, while respecting private property rights and the privacy and security of persons living nearby.

San Leandro Creek offers a number of opportunities for new park and open space areas. The Creek abuts major development sites near the BART station and Downtown San Leandro. New projects in this area should be oriented to the creek, and should preserve public access along the top of the bank. Several small creekside parks are planned between East 14th Street and Preda Street—these could potentially be linked to form a mile-long trail and greenbelt. An Environmental Education Center has been proposed along the banks of the creek in this area. The creek provides an opportunity to create a character-defining element in the developing area north of the BART station, and bring nature into an otherwise urban environment.

Figure 5-2 identifies watersheds and waterways in San Leandro. Although San Leandro Creek is the City's best known waterway, San Leandro is also crossed by several Alameda County Flood Control channels. Some of these channels follow the original courses of creeks, including San Lorenzo Creek along the City's southern boundary. Environmental resources along the channels have been greatly reduced by the replacement of the natural creekbeds with concrete lining and the removal of riparian vegetation. However, some of the channels have the potential for recreational trails along the tops of the banks.


Oakland
San Leandro Creek Watershed
Lake Chabot
Lake Chabot Rd
MacArthur Blvd
Durant Av
Dutton Av
880
Bigge St
San Leandro Creek
San Leandro Blvd
Callan Av
Estudillo Av
Juana Av
Dolores Av
Santa Rosa
Santa Maria Av
Grand Av
Clarke St
Adams Av
Oyster Bay Watershed
Davis St
Sybil Av
Castro St
Benedict Dr
Doolittle Dr
Estudillo Canal Watershed
136th Av
Bancroft Av
E. 14th St.
MACARTHUR FWY
580
Williams St
Teagarden St
NIMITZ FWY
Washington Av
Alvarado St
143rd Av
150th Av
Fairmont Av
Marina Blvd
Merced St
Marina Watershed
Fremont Av
Fairway Dr
Halcyon Dr
Neptune Dr
Floresta Blvd
Hesperian Blvd
Wicks Blvd
Farallon Dr
Springlake Dr
Ashland
Manor Blvd
Estudillo Canal
238
Farnsworth St
Fargo Av
Lewelling Blvd
San Lorenzo Creek
San Lorenzo Creek Watershed
880
San Francisco Bay
San Lorenzo
Hayward
N
W
E
S
0
1000
2000
3000
4000
5000

LEGEND

- Watershed divide
- Creek in natural channel
- Engineered channel
- Buried storm drain or culvert greater than 24"
- Direction of flow

Source: Oakland Museum, Guide to East Bay Creeks, 1996

CREEKS, DRAINAGE WAYS AND WATERSHEDS

FIGURE 5-2

San Leandro General Plan Update, 2002

Plant and Animal Resources

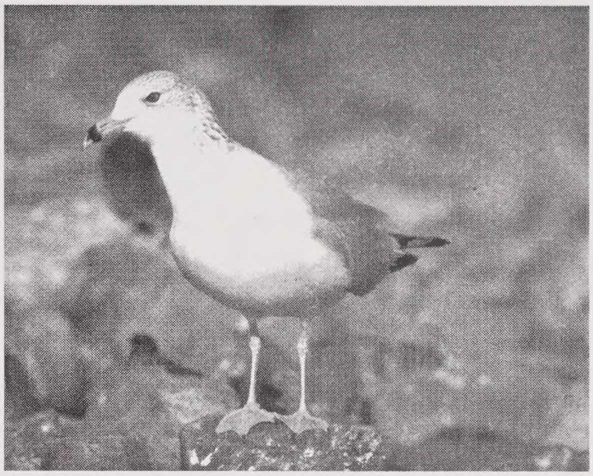
Habitat Types

Prior to San Leandro's development, the land between the shoreline and the base of the hills was covered with native grasses. Herds of deer and elk roamed these grasslands, while rabbits, foxes, racoons, skunks, mice, and many other animals flourished. The shoreline mudflats and salt marshes teemed with shorebirds and shellfish. Meandering creeks, lined with native trees and shrubs, supported Central California steelhead and other aquatic and amphibious life.

Most of the area's native habitat was replaced by agricultural uses in the late 1800s, and then by urban development in the 1900s. Non-native grasses became dominant on undeveloped lands, while a variety of temperate and semi-tropical trees and shrubs were planted in urban areas.

Today, the City still contains grasslands, woodlands, and wetlands, although their extent has been greatly diminished by development (see P. 202). A variety of federal and state agencies, including the U.S. Department of Fish and Wildlife, the U.S. Army Corps of Engineers, and the California Department of Fish and Game, now closely monitor changes to the remaining ecosystems in the City. State and federal laws such as the California Environmental Quality Act (CEQA) have been enacted to ensure that the impacts of new development on plant and animal life are adequately assessed and mitigated. Figure 5-3 shows habitat types in the City at the present time.

Particularly rigorous requirements have been established for wetlands, in part because of the dramatic decline in wetland acreage that took place during the last century. Only about a quarter of the 300 square miles of wetlands that once surrounded San Francisco Bay remain intact. Large-scale filling and diking of the Bay has been curtailed dramatically since the 1960s, and wetlands restoration projects are now underway in some areas, including San Leandro. The Bay Conservation and Development Commission, a State agency, now oversees most development activities within 100 feet of the Bay's shoreline.



San Leandro Shoreline Marshlands

The 172-acre San Leandro Shoreline Marshlands (see Figure 5-1) and adjacent 100-acre Citation Marsh, formerly known as Roberts Landing, comprise one of the largest salt marshes in the Central East Bay. During the late 1800s, this area contained a navigable slough and had an abundant wildlife population. The wetlands were diked in the early 1900s and the area was developed with the Trojan Powder Works explosives factory. After the factory closed in 1964, the fate of the property became a hotly debated topic for more than three decades. Early proposals called for its development with over 2,000 homes. Ultimately, only a small portion of the site was approved for development, and the remainder was dedicated as permanent open space.

A tidal marsh restoration project was launched on the site in the mid-1990s. A series of culverts was cut through the shoreline levees, restoring tidal action to the wetlands. Ditches were enlarged to improve circulation and islands were created to sustain wetland wildlife. A unique sand dune community within the marsh was preserved to provide a roosting area for shorebirds and habitat for a number of endangered animals.

The restoration project appears to have been successful, with populations of endangered species like the salt marsh harvest mouse on the rise. Additional wetland enhancement programs are planned for the future. These programs include a predator management plan to address the spread of feral and domestic animals in the area, and a plan to control invasive cordgrass. Possible future programs could address restoration of the Citation Marsh, which is currently in private ownership.

In a Nutshell...
San Leandro Habitat

San Leandro contains the following six major habitat types:

- **Riparian Woodlands**. Riparian woodlands occur along San Leandro Creek. These areas include bay, eucalyptus, willows, cottonwoods, elderberry, big leaf maples, and other large trees that do well in moist, sandy soils. Wildflowers, thistle, blackberry, and other shrubs form dense ground cover in many areas. Because riparian areas follow creeks, they may provide migratory corridors for wildlife.

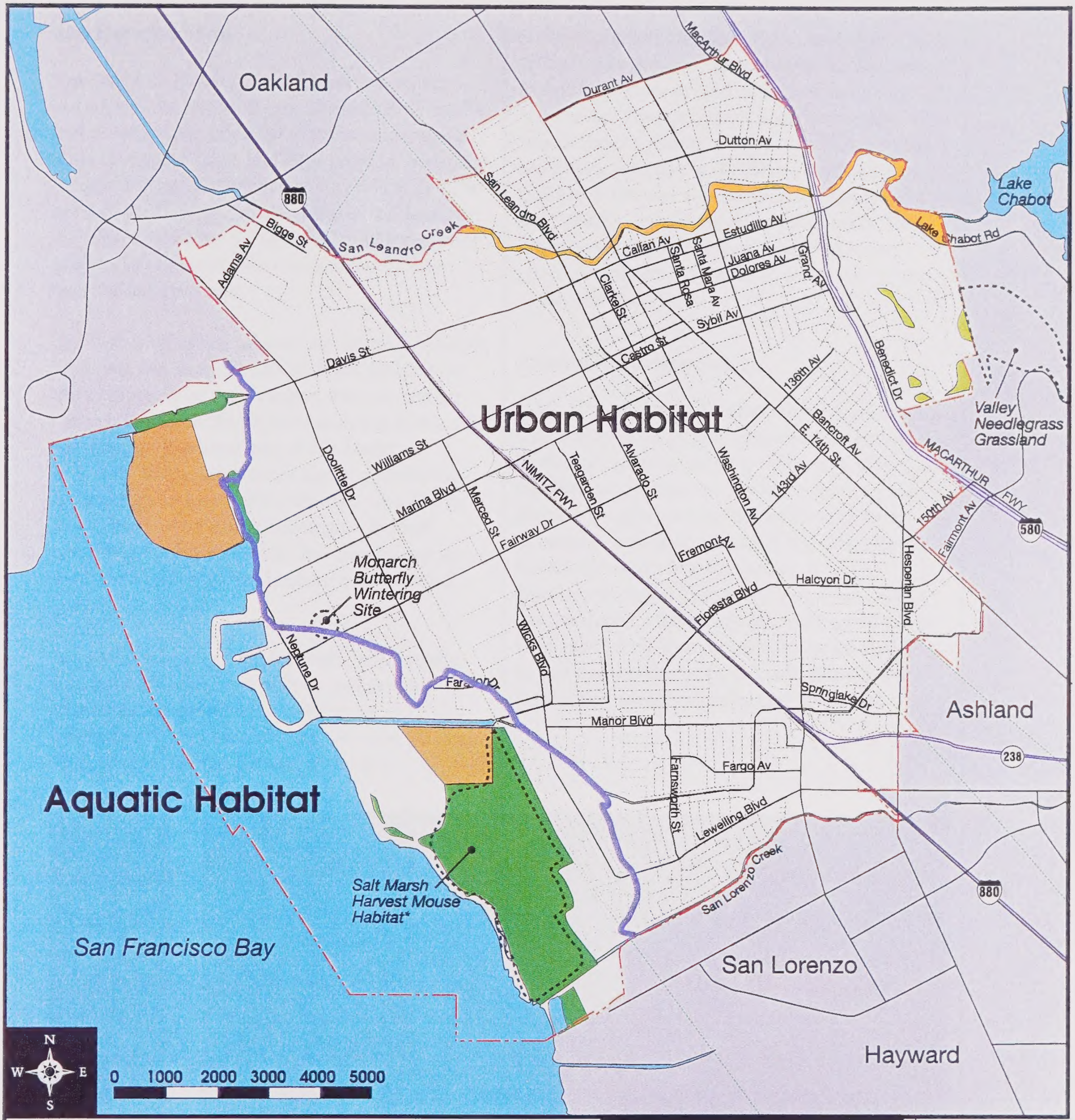
- **Brushland and Grassland**. These plant communities occur in a limited number of locations in the San Leandro Hills but are present to a much greater extent east of the City limits on Fairmont Ridge and around Lake Chabot. The brushlands are characterized by chaparral, poison oak, coyote brush, and other scrub vegetation. The grassland areas include a variety of oat and rye grasses, forbs, herbs, and bromes. Both areas provide habitat for mice, gophers, ground squirrels, rabbits, lizards, snakes, and a variety of birds.

- **Wetlands**. Wetlands are areas that are periodically or permanently saturated with water. They include salt marshes and mudflats. Although many of San Leandro's wetlands have been altered by development and landfill, they remain one of the City's most significant natural communities. Wetlands are governed by a complex set of state and federal regulations. These regulations strongly discourage the filling of wetlands and specify mitigation requirements for projects with wetland impacts.

- **Aquatic**. Aquatic habitat includes the waters of San Francisco Bay, San Leandro Creek, and the local flood control channels. The Bay includes oysters, shrimp, crab, and other benthic inverterbrates, as well as anchovies, flounder, turbot, topsmelt, and other fish. Water quality conditions tend to limit the extent of aquatic life in the creeks and flood control channels.

- **Barren/Ruderal**. Barren areas include undeveloped areas without significant vegetation. Ruderal areas include vacant lots, railroad rights-of-way, roadsides, former landfills, and other areas characterized by non-native grasses and weeds. Both habitats provide foraging areas for birds and support mice and other small animals.

- **Urban**. These areas include City parks, schools, landscaped areas, and private lawns and backyards throughout the community. This is the single largest habitat type in San Leandro, accounting for about 90 percent of the City's land area. Although not traditionally regarded for its wildlife value, the vegetation in this community actually provides extensive habitat. Maintenance of the street tree system and the planting and preservation of trees throughout the City are encouraged to further enhance this habitat. In addition to its wildlife value, urban vegetation absorbs air pollutants, filters noise, provides shade, and significantly enhances the visual beauty of the City.


Oakland
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Adams Av
San Leandro Creek
San Leandro Blvd
Estudillo Av
Callan Av
Santa Rosa
Santa Maria Av
Juana Av
Dolores Av
Grand Av
Clarke St
Sybil Av
Castro St
Davis St
136th Av
Benedict Dr
Valley Needlegrass Grassland
Urban Habitat
Bancroft Av
E. 14th St
MACARTHUR FWY
580
Williams St
Doolittle Dr
NIMITZ FWY
Teagarden St
Alvarado St
Washington Av
143rd Av
150th Av
Fairmont Av
Marina Blvd
Merced St
Fairway Dr
Fremont Av
Monarch Butterfly Wintering Site
Halcyon Dr
Hesperian Blvd
Floresta Blvd
Neptune Dr
Wicks Blvd
Farallon Dr
Springlake Dr
Ashland
Manor Blvd
238
Fargo Av
Aquatic Habitat
Farnsworth St
Lewelling Blvd
San Lorenzo Creek
Salt Marsh Harvest Mouse Habitat*
880
San Francisco Bay
San Lorenzo
Hayward
N
W
E
S
0
1000
2000
3000
4000
5000

LEGEND

- 🟩 Wetlands
- 🟨 Grasslands
- 🟧 Riparian Woodland
- 🟫 Barren/Ruderal
- ---- Range of Special Status Species*
- ▬ Original Shoreline of San Francisco Bay (1850)

*Data source is the California Natural Diversity Data Base, 2000. Additional Special Status Species are potentially present in the wetland areas. See text for details

NATURAL RESOURCES

FIGURE 5-3

San Leandro General Plan Update, 2002

San Francisco Bay

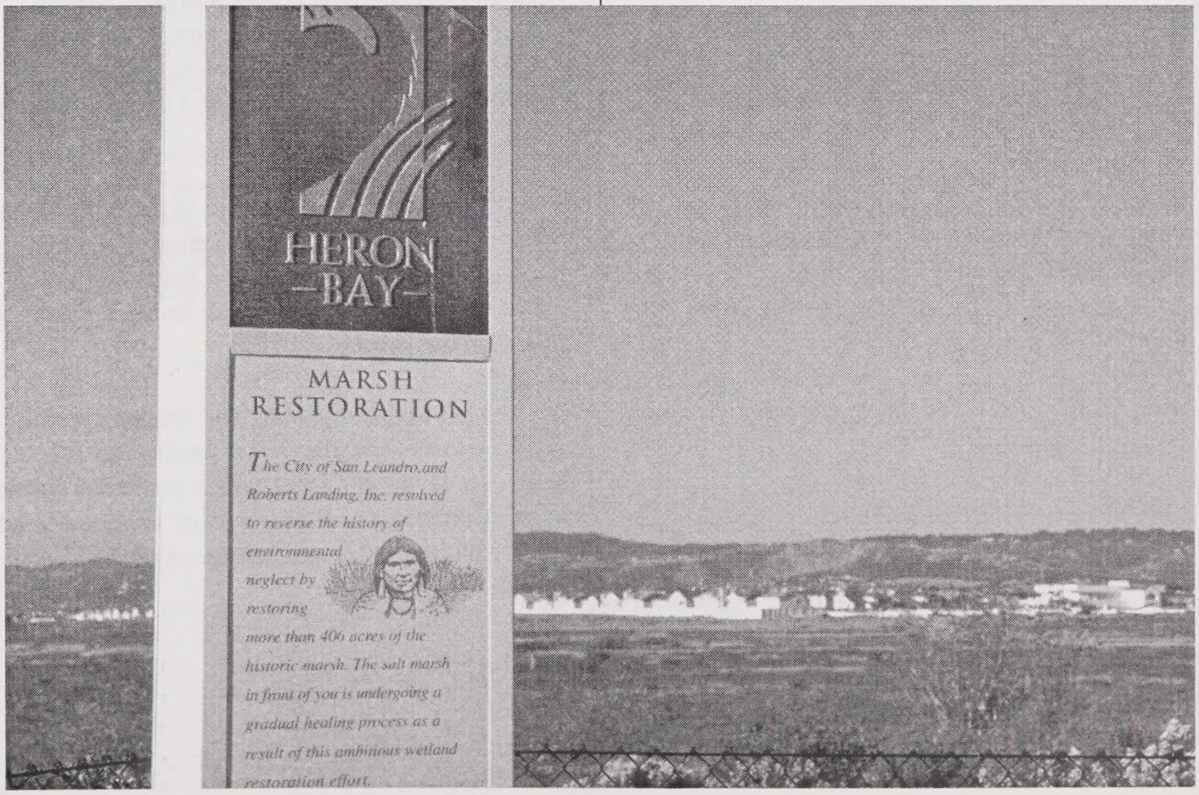
San Francisco Bay is the most important water resource in the region. It provides habitat for marine and terrestrial life, offers great scenic, recreational and commercial value, and even provides beneficial climatic and air quality effects. Approximately 1,390 acres of the Bay are contained within San Leandro's City limits. As Figure 5-3 indicates, land reclamation projects have dramatically changed the shoreline over the last 150 years.

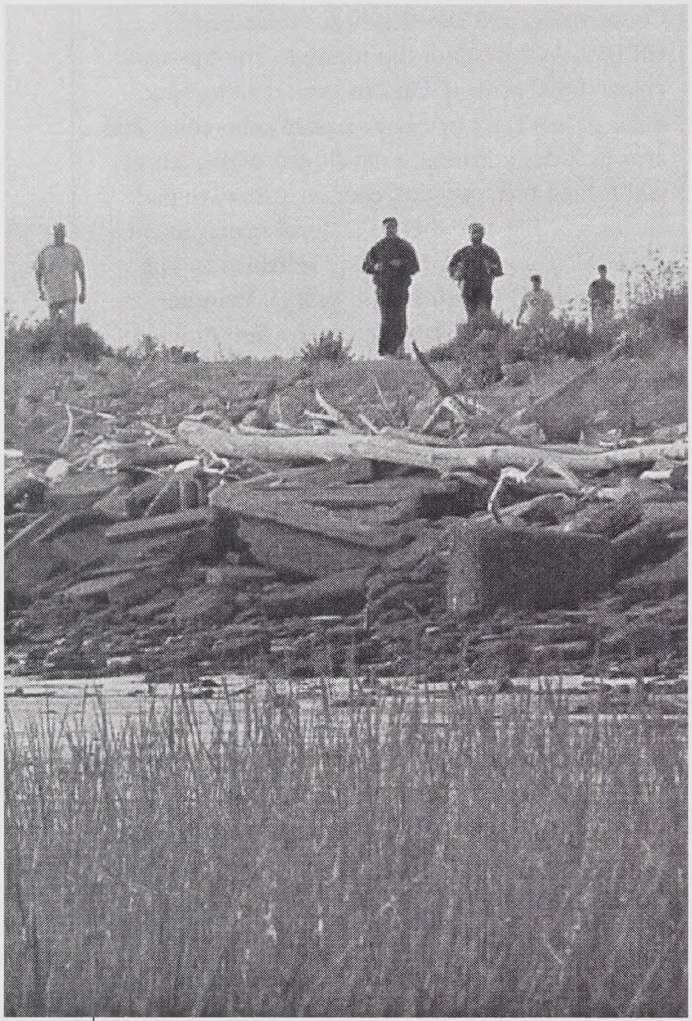
The waters off of San Leandro are relatively shallow, averaging less than five feet in depth. Despite the urban character of the shoreline, these waters are still rich in marine life. Oyster harvesting in this area was once an important part of San Leandro's economy, with several businesses in operation in the late 19th and early 20th centuries. The City no longer has any commercial fishing or shellfish harvesting operations. Today, the primary activity on the Bay waters off of San Leandro is recreational boating.

San Leandro is one of the few cities in the region where the shoreline was publicly acquired for recreation and conservation prior to its development. Acquisition by the City took place in 1958, long before the creation of the Bay Conservation and Development Commission (BCDC). As a result of this foresight, the City now enjoys 1,800 acres of land and water along four miles of San Francisco Bay's easterly shoreline. This area includes a marina, a small boat sailing lagoon and fishing pier, two golf courses, extensive park facilities, a 100-acre dredge material management site (DMMS), and the Shoreline Marshlands. The 175-foot wide, two-mile long Jack D. Maltester Channel connects the Marina to the deeper waters of San Francisco Bay.

Special Status Species

Some of the plants and animals in the San Leandro area are classified as rare, threatened, or endangered by the state and/or federal governments. Others are classified as proposed or candidate species, meaning they are being considered for addition to the rare, threatened, and endangered list. The State also maintains "watch" lists for Species of Special Concern, while the California Native Plant Society has developed a list of rare and endangered plants. State and federal laws prohibit the approval of any project that would impact federally listed species without first identifying mitigation measures.


HERON
—BAY—
MARSH
RESTORATION
The City of San Leandro and Roberts Landing, Inc. resolved to reverse the history of environmental neglect by restoring more than 406 acres of the historic marsh. The salt marsh in front of you is undergoing a gradual healing process as a result of this ambitious wetland restoration effort.



Probably the best known of San Leandro's endangered species is the salt marsh harvest mouse. The mouse inhabits the pickleweed marshes in the southwest corner of the City and is endangered due to the destruction of this type of habitat on the shores of San Francisco Bay. Most of the other endangered species in and around the City are birds, including the California least tern, the California clapper rail, the Western burrowing owl, and the Northern Harrier. The City also includes an important wintering site for the Monarch butterfly, located on the Monarch Bay Golf Course just north of Fairway Drive.

Any future development which could impact special status species habitat must assess the potential for adverse effects and include appropriate mitigation measures. Through its enforcement of CEQA and ongoing coordination with state and federal agencies, the City will work proactively to ensure the long-term conservation of prime habitat within San Leandro.

Other Resource Issues

Soil Conservation

Soil is one of San Leandro's most valuable natural resources. It affects the capability of land to support various human activities, including agriculture, development, and groundwater recharge. Although commercial agriculture in the City has largely ceased, soil still provides a resource for local gardens, lawns, and trees. Soil properties are also important in determining appropriate construction methods for new buildings, roads, and utilities.

San Leandro contains three major soil types:

- Bay mud is located along the shoreline and consists of soft, expansive clay, mixed with sand and silt. Much of the Bay mud in San Leandro has been covered by landfill and reshaped to support recreational uses, including the Marina and adjacent golf courses. Bay mud tends to be somewhat unstable and is usually not well suited for intensive development.

- Alluvial deposits extend from the foothills to the original shoreline and constitute most of the soil in the City. These soils were deposited by years of erosion from the East Bay Hills and are characterized by layers of silt and clay. Most of these soils can support development, but special construction techniques may be needed to compensate for the shrinking and swelling caused by high clay content.

- Sandstone and shale soils occur in the hills. These soils tend to be more prone to erosion and may be less stable than those on the flatter lands. The soils are relatively shallow, with bedrock not far beneath the surface.

The City has adopted grading and erosion control ordinances to ensure that soil resources are conserved. Its development review processes ensure that new buildings and infrastructure are engineered to take soil properties into consideration.

Mineral Resources

San Leandro's principal mineral resources are volcanic rocks, such as basalt, andesite, and rhyolite. Rhyolite deposits in the East Bay Hills have been used for construction and development for more than a century. San Leandro's only quarry—located east of the City limits on Lake Chabot Road—ceased operation in the 1980s. That quarry began operation in 1886 and was used to produce aggregate and fill for many East Bay construction projects. Although additional rock resources remain on the site, future quarrying activity is unlikely due to potential environmental impacts and stringent permitting requirements. The quarry is currently under the jurisdiction of Alameda County. (Please consult Page 137 for additional discussion of the quarry)

Dredge Spoils Disposal

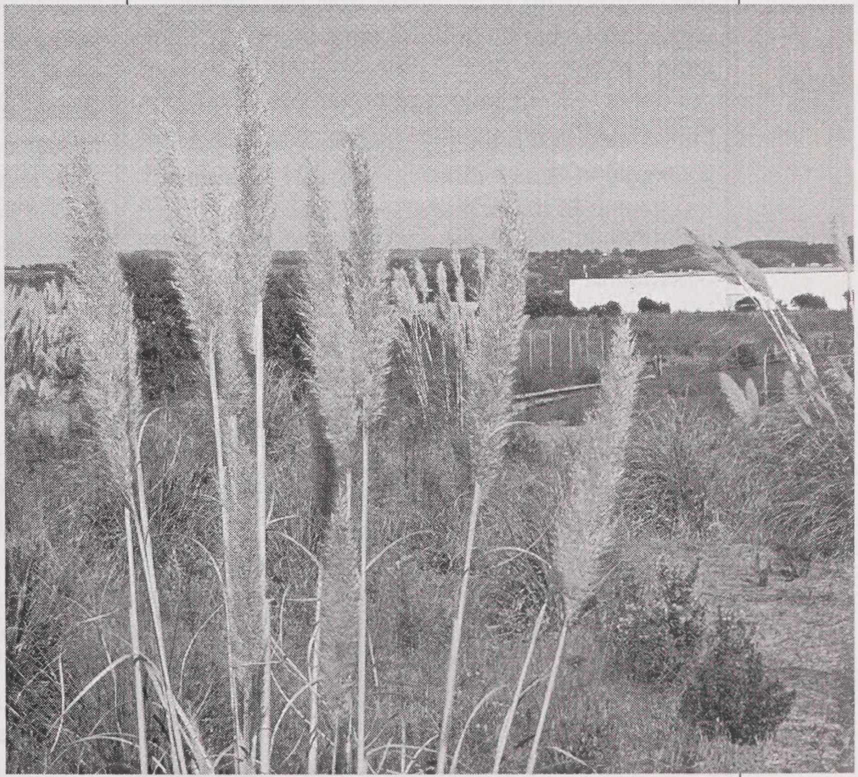
Dredging, and the disposal of dredge spoils, are a large part of the cost of operating the San Leandro Marina. The City has received federal funds for dredging since the early 1970s. The boat basin is dredged about once every eight years, while the Maltester Channel is dredged about every four years. Dredging is authorized to a depth of 8 feet.

Although the City maintains a dredge materials management site, current federal regulations stipulate that the site may be used for drying purposes only. Because the site is also managed as a tidal mudflat and provides habitat for shorebirds, its use for additional spoils disposal is not assured. Ongoing coordination with state and federal agencies will be necessary to develop long-range solutions for spoils disposal.

Groundwater Management

San Leandro is underlain by an aquifer, a permeable layer of rock and soil which stores water that has percolated into the ground. The aquifer actually consists of several layers, some as shallow as 10 feet and others as deep as 500 feet below the surface. Until the early 1900s, most San Leandro residents relied on the shallow layers for drinking water and irrigation. As the City grew, this supply became inadequate and a central water system linked to reservoirs and storage tanks was constructed.

Today, about 900 wells remain in the City. Most are dormant or are used for industry and water quality monitoring. Years of groundwater pollution from sources such as underground fuel tanks, improperly disposed waste, and lawn fertilizer make the domestic use of groundwater infeasible in the City today. Because polluted groundwater may migrate long distances, and even contaminate surface waters miles from the source, it is important to make sure that human activities avoid further degradation. A variety of water quality programs, described in Chapter 6, address groundwater protection in the City.



Water

Water is a limited resource in California, subject to growing demand and constrained supply. Drought or no drought, conservation will be essential to meet projected water demand in the East Bay during the next 20 years. The East Bay Municipal Utility District (EBMUD) has estimated that savings from conservation and reclamation programs can reduce systemwide demand by up to 16 million gallons a day by 2020. While this will not eliminate the need to develop new supplies entirely, it will ensure that existing supplies are being used as efficiently as possible.

The City of San Leandro will continue to work cooperatively with EBMUD to promote water conservation practices in San Leandro. These practices include the use of drought tolerant landscaping, low-flow plumbing fixtures, time-controlled irrigation systems, and other techniques which ensure that water is not wasted. Economic and financial incentives, including variable rate structures, have also proven to be an effective way to achieve conservation in the EBMUD service area. San Leandrans consume less water per capita than their counterparts in the hotter, drier parts of the service area—but there is still room for improvement.

Public education is the cornerstone of local water conservation efforts. EBMUD has made substantial investments in publications, school curricula, conferences, workshops, billboards, advertising, and other media to raise public awareness and influence behavior patterns.

One of the most effective ways to reduce potable water demand is to cut down on the use of high-quality drinking water for landscape irrigation. If properly treated, recycled wastewater or "graywater" from homes and businesses can be effectively used for this purpose. Recycled water systems have already been developed at the San Leandro and Oro Loma Water Pollution Control Plants, but only a small portion of the effluent at each facility is presently being reused.

Treated effluent from the San Leandro plant is used to irrigate golf courses in Alameda and will be used on the remodeled Galbraith Golf Course in Oakland. As funding allows, extension of this system to the Monarch Bay Golf Course is being pursued. Recycled water from the Oro Loma Plant is used on the Sky West Golf Course in Hayward. The technology exists for more widespread application of recycled water, including its use for certain industrial processes and even in commercial and industrial plumbing. Such applications will be encouraged in the future, as they become more economically viable.

Solid Waste and Recycling

Because landfill space is limited, San Leandro and other California cities have embarked on programs to reduce the amount of waste that residents and businesses generate. Many of these programs are the result of a 1989 mandate from the State legislature known as the California Integrated Waste Management Act (AB 939). AB 939 required that all cities reduce the amount of solid waste requiring landfill disposal by 25 percent by 1995 and 50 percent by 2000. The law also required that cities develop Source Reduction and Recycling Elements (SRRE) to specify how they would achieve these goals. San Leandro adopted an SRRE in the early 1990s.

There are two major solid waste service providers in San Leandro, making interagency coordination an important part of achieving recycling targets. About two-thirds of the City is served by Alameda County Industries, a private hauler under contract with the City of San Leandro. The remainder of the City—primarily the Washington Manor area—is served by the Oro Loma Sanitary District. The City, ACI, and Oro Loma have all initiated education and outreach

What's a "Green Building"?

Traditional building practices consume more of our resources than necessary, and can contribute to environmental problems such as air and water pollution, and depletion of forests and energy resources. "Green buildings" are deliberately designed to reduce impacts on the environment. They are energy-efficient, use renewable or recycled construction materials, and are designed to conserve water and reduce waste.

"Green" building practices include:

- The use of building materials with at least some recycled content.
- Minimal construction waste.
- Siting and design to conserve energy and reduce heating and cooling losses.
- Siting and design to conserve natural features such as trees.
- Minimal use of toxic or potentially hazardous construction materials.
- Mechanical ventilation systems which ensure adequate fresh air circulation.
- Accommodation of bicycles, carpools, and other "alternative" modes of transportation.
- Drought-resistant landscaping.
- Reclaimed water systems or recycling of greywater in plumbing.

All of these principles share the common theme of reducing the impact of buildings on the environment while protecting the health and well-being of building occupants.

efforts to discourage unnecessary waste disposal and promote home composting. The City has a recycling and waste prevention business assistance program, provides grants to organizations that promote recycling, and encourages "green" businesses. It also sponsors events such as a Citywide Garage Sale, to encourage the reuse of products that would otherwise be discarded.

Probably the most familiar and far-reaching program implemented in the wake of AB 939 is curbside recycling. This program was initiated in San Leandro in the early 1990s and was subsequently expanded to include green waste recycling. ACI has developed a facility on Aladdin Street where paper, glass, aluminum, and other recyclable materials are sorted for processing. ACI and Oro Loma also have programs for wastes requiring special handling, including motor oil, bulky items (such as furniture and refrigerators), and household hazardous waste.

In 1999, an estimated 223,000 tons of solid waste were generated in the City. Of this total, about 132,000 tons were landfilled, for a diversion rate of 43 percent. In 1999, approximately 14,500 tons of recyclables were collected from residential customers and 2,400 tons were collected from non-residential customers. By 2000, the landfill diversion rate was estimated at 52 percent, exceeding the target set by AB 939.

The City has set a landfill diversion goal of 75 percent for the year 2010. Several areas have been specifically targeted to help bring the City closer to this goal. These include expanded recycling of construction and demolition debris (concrete, asphalt, wood, etc.), the use of recycled construction materials (see the discussion of "Green Buildings" above), and more aggressive programs targeted to apartment dwellers and local businesses. A program for food waste recycling at local restaurants has been discussed and a program to recycle fluorescent light bulbs is being considered. Customer rewards for exemplary recycling practices have been effective in nearby communities and also may be considered. There are also plans to develop a Materials Recovery Facility (MRF) at the Davis Street Transfer Station, where recycled materials will be sorted for processing.

Energy

San Leandrans depend on energy for transportation, communication, heating and cooling, lighting, and virtually every other aspect of modern living. Most of the energy consumed in the City is imported through natural gas pipelines, electric transmission lines, and fuel trucks. Its availability and cost are, to a great extent, beyond the City's control and are governed by increasingly complex market forces and public sector decisions.

During the late 1990s, California began the phased deregulation of electric utilities, allowing prices to be set by market forces rather than the California Public Utilities Commission. In theory, this was to create less expensive energy and greater market efficiency. In fact, a combination of factors led to a serious energy crisis in the state by Winter 2000, including rolling blackouts and dramatic price increases.

At this point, it is uncertain how the state power system will operate in the future. Regardless of the outcome, energy conservation must remain a priority. Even though San Leandro's mild climate keeps heating and cooling costs relatively low, energy expenditures can be a significant part of a household or business budget. Moreover, the reliability of the local energy system is essential to the economic health of the City and its local industries. Policies in the General Plan treat the current energy crisis as a long-term challenge, to be addressed not only by encouraging conservation but by promoting greater self-reliance and increased use of alternative energy sources.

Conservation remains the most effective and immediate strategy for reducing the City's vulnerability to rolling blackouts and rising utility bills. The City of San Leandro has embarked on comprehensive energy conservation measures in its own operations, raising thermostats, avoiding unnecessary lighting, and shutting down computers and other energy-consuming equipment during non-work hours. Educational programs spearheaded by Pacific Gas and Electric (PG&E), the City, and local schools have emphasized the ways in which consumers can reduce energy costs at home and at work. Programs to weatherize older homes, use more energy-efficient furnaces and appliances, and install energy efficient lighting are more popular than ever before. The City also enforces state standards for energy efficiency in its review and permitting of construction projects.

Although the current crisis has focused on electricity and natural gas, it is important to keep in mind that transportation is the greatest consumer of energy in California. The most far-reaching conservation efforts may consist of strategies to reduce driving, improve vehicle fuel efficiency, and promote the use of alternative fuel vehicles. The land use and transportation strategies at the heart of this General Plan seek to accomplish these objectives, with the parallel objectives of improving air quality and reducing traffic congestion. The same strategies identified in the Transportation Element—improved transit, better bicycle and pedestrian facilities, mixed use development, and more efficient traffic flow—all support energy conservation principles.

Greater self-reliance can be promoted by expanding the use of local energy resources. San Leandro does not have its own natural gas, petroleum, or coal reserves, but it does have resources that can reduce demand on the transmission grid. Climatic conditions in the City are favorable to the use of solar energy, particularly for small-scale applications such as domestic water heating. The City's planning and building requirements presently accommodate solar panels and other forms of solar access. Additional ordinances and other measures may be considered to protect access to sunlight on San Leandro properties, retrofit public buildings with solar generators, and encourage site planning practices which take advantage of solar energy opportunities.

PHOTO COURTESY OF FRIENDS OF SAN LEANDRO CREEK

Tree planting at a San Leandro Creek clean-up event, 2001

There are other non-traditional energy resources in the City. A methane recovery system at the Oyster Bay Regional Shoreline has enabled the recovery of methane gas from the former landfill at this site; this gas has been burned to generate steam, which has been used in turn by nearby industries. The City also has the potential for cogeneration facilities, or facilities that use waste heat from industrial processes to drive electric turbine generators. The San Leandro Wastewater Pollution Control Plant has such a facility. The City can encourage the use of these technologies through its business development programs, its support for state and federal energy tax credit programs, and its adoption of local planning and building regulations which accommodate their use.

Goal: 21 Rehabilitation of Existing Parks

Maintain and improve San Leandro's existing parks and recreational facilities.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
21.01	**PARK REHABILITATION** Encourage the rehabilitation of the City's parks to provide residents of all ages and physical capabilities with access to as wide a variety of recreational experiences as possible. Park improvements should maintain a balance between active and passive recreation areas and should ensure that the park system benefits a diverse range of interest groups.	• Annual Budget • Capital Improvement Program • Follow-Up Plans/Studies • Grants • Park Bond Measure

Action 21.01-A: Parks Action Strategy
Develop and implement a Citywide Parks Action Strategy, including an up-to-date assessment of community needs and public opinion, overall principles for park use, site plans for each park, capital improvement projects, and a funding and implementation program. To the extent feasible, the Action Strategy should build upon previously developed master plans, updated as needed based on input from neighborhood and community groups in the vicinity of each park.

Action 21.01-B: Park Bond Measure
Develop a proposal for a citywide park bond measure that would emphasize funding for the rehabilitation of neighborhood and community parks, and the replacement of aging or obsolete equipment and facilities. As an initial step, a detailed list of facilities and costs should be developed. Projects should be selected to ensure that each neighborhood in the City will benefit and should be based on a comprehensive evaluation of citywide needs and conditions in each park.

Action 21.01-C: ADA Compliance
Complete Americans With Disabilities Act (ADA) compliance upgrades for all City parks.

21.02 PARK MAINTENANCE

Provide for the regular, systematic maintenance of San Leandro's parks and recreational facilities to prevent deterioration, ensure public safety, and permit continued public use and enjoyment.

Action 21.02-A: New Funding Sources for Maintenance

Evaluate the feasibility of increasing funding for park maintenance through a variety of sources, such as landscape and lighting assessment districts.

Implementation Strategies:

- Annual Budget
- Assessment District
- Public Works Maintenance

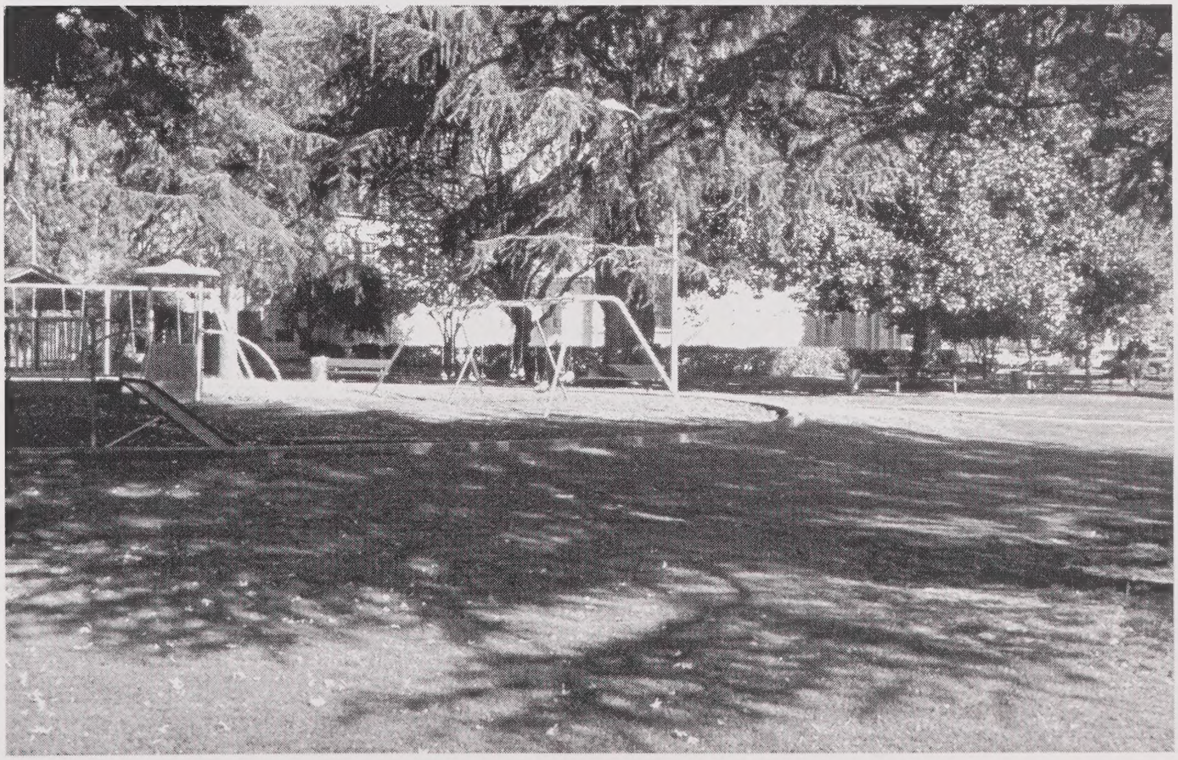
21.03 PRIORITY ON RENOVATION

Where cost savings and equivalent benefits would be achieved, rehabilitate existing recreational facilities before building entirely new facilities. A priority should be placed on renovating athletic fields and swimming pools, and replacing outdated facilities with new facilities that are safe, attractive, and better meet current needs.

Action 21.03-A: Lighting of Sports Fields

Determine the feasibility of installing lights at selected parks and athletic fields to accommodate evening sports activities. A critical factor in this evaluation should be the potential for impacts on nearby neighborhoods and the ability to mitigate such impacts through site planning, lighting design, and scheduling.

- Annual Budget
- City Operating Procedures
- Recreation and Parks Commission
- School/City Liaison Committee



21.04 PARK STEWARDSHIP

Promote pride of ownership in local parks by involving local residents and neighborhood groups in park maintenance and improvement, recreation programs, community outreach, and special events.

- City Operating Procedures
- Recreation and Parks Commission

21.05 COMMUNITY INPUT

Ensure that programs and facilities in parks reflect the priorities of residents in the surrounding neighborhoods. Conduct regular community outreach, workshops, and ongoing liaison with neighborhoods to solicit public input on park issues.

- Public Education and Outreach Programs
- Recreation and Parks Commission

21.06 PARK SAFETY

Maintain a high level of personal safety and security in the City's parks by encouraging broad community use, diversifying park activities, promoting neighborhood watch and stewardship programs, enforcing park ordinances and codes, maintaining effective graffiti abatement and litter removal programs, and undertaking design changes that improve visibility and access.

- Annual Budget
- City Operating Procedures
- Code Enforcement
- Program Development

21.07 MANAGEMENT AND ADMINISTRATION

Ensure that park operations and maintenance programs are carried out through the most efficient City organizational structure possible.

Action 21.07-A: Organizational Evaluation

Evaluate the organizational structure of the City's park maintenance program to determine if there are any changes that would improve the level of service, eliminate possible redundancies, and allow for more efficient operation.

Action 21.07-B: Mulford Park Purchase

Pursue the purchase of Mulford Park and its on-going maintenance as a City facility. If this proves to be infeasible, renew the City's lease on the park and work with the Mulford Gardens Improvement Association to ensure that it is maintained in good condition.

- Annual Budget
- City Operating Procedures

21.08 SITING OF NEW BUILDINGS

Require that new recreational buildings and other structures within parks are sited in a manner that minimizes their impacts on useable open space, avoids conflicts with existing park activities and nearby residential neighborhoods, and is compatible with the natural setting.

- Park Action Strategy
- Recreation and Parks Commission

21.09 SCHEDULING AND PROGRAMMING

Coordinate the scheduling and programming of recreational activities to avoid conflicts and more evenly distribute activities among City parks. Improve coordination of field maintenance and scheduling between the City and the school districts to maximize the availability of recreational facilities to the public.

- City Operating Procedures
- Joint Use Agreements
- School/City Liaison Committee

21.10 BUDGET ALLOCATION

Ensure that a high level of support is provided for park maintenance and operations in the annual municipal budget.

- Annual Budget

Action 21.10-A: User Fee Updates

Annually update the fees charged for facility rentals, recreation programs, and other activities to ensure that they are appropriate and equitable.

21.11 PARK CONCESSIONS

Where compatible with other park activities and consistent with the mission of the City's Recreation and Human Services Department, consider the feasibility of revenue-generating concessions and other privately sponsored activities that generate funds for park rehabilitation and maintenance.

- City Operating Procedures
- Public/Private Partnerships
- Recreation and Parks Commission

Goal: 22 Development of New Parks

Develop additional parkland in the City to better meet existing needs and to respond to future needs.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

22.01 LEVEL OF SERVICE

Achieve the following service standard for parks:

- At least 4.86 acres of improved parkland per 1,000 residents.
- A park within one-half mile of each San Leandro resident.

As defined in this Policy, this standard shall include community, neighborhood, and mini-parks, as well as school athletic fields and play areas for which joint use agreements exist. Pursuant to the Quimby Act, the standard also includes the Monarch Bay Golf Course in the baseline acreage. The standard does not include passive regional park areas, wetlands, and open spaces where the primary purpose is resource conservation rather than recreation. When evaluating the City's progress toward meeting this standard, it should be recognized that school facilities covered by joint use agreements may be unavailable during school hours, and therefore may not meet recreational needs to the same extent as City parks.

- Capital Improvement Program
- Development Review
- Impact/In-Lieu Fees
- Joint Use Agreements
- Redevelopment Project Funding

22.02 PARK DEDICATION

Require new residential development to pay an impact fee and/or to dedicate parkland to offset the increase in park needs resulting from new residents. Where on-site parkland is dedicated, it should be improved, maintained, and accessible to the general public.

Action 22.02-A: Update of In-Lieu Fee

Update the park in-lieu fee ordinance to better reflect current costs and needs, and to address park needs generated by infill development as well as new subdivisions. Consideration should be given to a tiered fee structure rather than allowing the entire park dedication requirement to be met on-site for large projects.

- Development Review
- Impact/In-Lieu Fees

22.03 NEW PARKS

Pursue opportunities for new parks that augment those dedicated within private development. When planning for such parks, place a priority on sites and/or facilities that:

- Would benefit neighborhoods or user groups that are currently underserved by park and recreational facilities.
- Meet a recreational facility need that has been identified by the community as a top priority.
- Have a funding source identified.
- Have strong community support and advocacy.
- Would protect a special resource such as a historic building or sensitive natural area.
- Have a willing seller or site donor.

Action 22.03-A: Pursuit of Additional Funds

Pursue diverse funding for park improvements, including but not limited to the General Fund, development impact fees, the redevelopment agency, private donations, gifts and endowments, bond measures, and federal and state grants.

Action 22.03-B: New Sports Complex

Pursue the development of a major community park and sports facility at a location near the geographic center of San Leandro. In the event a suitable site cannot be acquired or funding for such a project is infeasible, consider upgrades to existing recreational areas (including Burrell Field) to better meet the demand for additional facilities.

- Capital Improvement Program
- City Operating Procedures
- Grants
- Impact/In-Lieu Fees
- Park Action Strategy
- Public/Private Partnerships
- Redevelopment Project Funding

(see also Action 7.12-B regarding Burrell Field)

22.04 SITE PLANNING GUIDELINES

Ensure that new parks are designed to maximize public access and visibility, and minimize the potential for conflicts with surrounding uses.

- Development Review
- Park Action Strategy

22.05 PROVISIONS FOR MAINTENANCE

Ensure that any proposal for new park or recreational facilities includes a commitment to a high level of ongoing maintenance.

- Assessment District
- City Operating Procedures
- Development Review

22.06 POCKET PARKS

Work with neighborhood groups to develop mini-parks, landscaped pockets, community gardens, and similar areas that beautify neighborhoods, build community spirit, and provide places of enjoyment within residential areas.

- City Operating Procedures
- Public Education and Outreach Programs

POLICIES AND ACTIONS *(Development of New Parks continued)* **IMPLEMENTATION STRATEGIES**

22.07 **PARK OPPORTUNITY SITES**

Pursue opportunities for new parks on sites that are underutilized, vacant, or located within major redevelopment project areas. Where possible, consider the feasibility of acquiring such sites as parkland as they become available for sale or redevelopment.

- Capital Improvement Program
- Grants
- Redevelopment Project Funding

(see also Action 3.10-A regarding the use of vacant land for parks).

22.08 **TRAILS**

Encourage the development of additional trails within the City.

- Intergovernmental Coordination
- Public/Private Partnerships

Action 22.08-A: Use of Railroad/Flood Control Rights-of-Way

Explore opportunities for new trails along the Alameda County Flood Control Channel levees and the Union Pacific Railroad. If any rail line in the City is declared surplus at a future date, place a high priority on its reuse as a linear park and/or trail.

(see also Policy 14.03 on the development of bicycle trails)

22.09 **OPEN SPACE EASEMENTS**

Explore the use of easements, long-term leases, cooperative agreements and other cost-effective means of acquiring or sharing open space with other owners.

- Intergovernmental Coordination
- Public/Private Partnerships

22.10 **OPEN SPACES IN NEW DEVELOPMENT**

Promote the inclusion of plazas, courtyards, landscaped commons, and other publicly accessible open spaces within new commercial, industrial, and public facility development.

- Design Guidelines
- Development Review
- Zoning

22.11 **PRIVATE SECTOR FACILITIES**

Encourage privately owned and operated recreational facilities that are open to the general public, provided that such facilities are compatible with surrounding uses and consistent with community goals. Examples of such facilities include skating rinks, driving ranges, batting cages, family fun centers, and bowling alleys.

- Business Development Programs
- Public/Private Partnerships

Goal: 23 Regional Parks

Maximize the potential benefits of the East Bay Regional Park District system for San Leandro residents.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
23.01	**OYSTER BAY REGIONAL SHORELINE** Maintain Oyster Bay Regional Shoreline Park as permanent open space. Support EBRPD efforts to develop recreational facilities, such as picnic areas, interpretive trails and plaques, and children's play areas, at Oyster Bay. ***Action 23.01-A: Update of Oyster Bay Park Plan*** *Encourage EBRPD to update the Land Use Master Plan for Oyster Bay Regional Park, and work with EBRPD to solicit citizen input in the update process.*	• Intergovernmental Coordination
23.02	**PUBLIC AWARENESS OF EBRPD FACILITIES** Promote greater public awareness of the East Bay Regional Park District lands and facilities in and around San Leandro, including Oyster Bay Shoreline, Fairmont Ridge, Lake Chabot, and Anthony Chabot Regional Park. Improve access to these parks from San Leandro, and advertise these parks to San Leandro households. ***Action 23.02-A: EBRPD Publicity*** *Publicize EBRPD facilities and activities through local access cable TV, an internet web link between the City's webpage and the EBRPD webpage, program information in San Leandro's Recreation Guides, park directional signs, and similar methods.*	• Intergovernmental Coordination • Public Education and Outreach Programs

23.03 BAY AND RIDGE TRAILS

Support the development and improvement of a regional trail system in and around San Leandro, including the Bay Trail and the Ridge Trail. Work with EBRPD to improve access from San Leandro neighborhoods to these trails by improving existing trails, and developing new spur trails, bike lanes, and signage.

- Capital Improvement Program
- Grants
- Intergovernmental Coordination

Action 23.03-A: Bay Trail Missing Links

Work with the EBRPD to complete the following improvements to the Bay Trail within San Leandro:

- *Construction of a bicycle/pedestrian bridge across Oyster Bay Slough.*
- *Development of a signed bike route along Neptune Drive between Williams Street and Marina Boulevard.*
- *Spur trails between the Bay Trail and nearby San Leandro neighborhoods.*

Action 23.03-B: Ridge Trail Spurs

Work with the EBRPD to improve access to the Bay Area Ridge Trail and other regional parks in the East Bay Hills by:

- *Upgrading the existing trail along San Leandro Creek from the City's Chabot Park (at the end of Estudillo Avenue) to the Lake Chabot Dam.*
- *Providing trail access across Fairmont Ridge from the Bay-O-Vista area to Anthony Chabot Park, and*
- *Supporting development of a trail from San Leandro's Chabot Park to Dunsmuir House and Dunsmuir Ridge (in Oakland), with connections to Anthony Chabot Regional Park.*

(See Goal 14 for additional policies and actions on San Leandro's trail system.)

23.04 LOCAL BENEFITS FROM EBRPD

Ensure that future regional park bond measures and EBRPD capital improvement programs include significant funding for projects in and around San Leandro. Work with Park District staff and the Board member(s) serving San Leandro to ensure that the City's interests are well represented.

- City Operating Procedures
- Intergovernmental Coordination
- Recreation and Parks Commission

23.05 CITY/EBRPD PARTNERSHIPS

Pursue partnerships and joint efforts with EBRPD to fund, build, and maintain recreational improvements that benefit San Leandro residents.

- Intergovernmental Coordination

23.06 **COORDINATION WITH EBRPD**

Coordinate the City of San Leandro's recreational planning, programming, and marketing with the EBRPD to avoid overlap, encourage collaboration, and increase recreational opportunities for San Leandro residents.

- Intergovernmental Coordination
- Public Education and Outreach Programs

Goal: Joint Use

24

Aggressively pursue additional agreements with the School Districts, the Boys and Girls Club, and other agencies and organizations to ensure that San Leandro's open spaces and recreational facilities are available for public use.

POLICIES AND ACTIONS IMPLEMENTATION STRATEGIES

24.01 **JOINT USE AGREEMENTS**

Promote joint use agreements between the City and the San Leandro and San Lorenzo Unified School Districts to maximize public access to school recreational facilities and grounds during non-school hours. Emphasize agreements which:

- provide access to facilities which are currently lacking in existing City parks, such as swimming pools, gymnasiums and sports fields.
- benefit areas that currently lack neighborhood or community parks.

Action 24.01-A: Joint Use Facilities Master Plan

Under the direction of the School/City Liaison Committee, develop a Joint Use Facilities Master Plan. The Master Plan would be a collaborative effort between the City and both School Districts and would strive to restore a stronger partnership between the City and the Districts. It would explore the ways that each school recreation area can complement the City park system to develop a more fully integrated and balanced network of parks and open spaces.

Action 24.01-B: Additional Agreements

Develop agreements with both School Districts to allow after-school and weekend public access to all school campuses and recreational facilities.

- Intergovernmental Coordination
- Joint Use Agreements
- Joint Use Master Plan
- School/City Liaison Committee

24.02 COMPREHENSIVE APPROACH

Consider joint use in the broadest possible context, including recreational programs, capital improvement projects, maintenance, and community outreach as well as the shared use of facilities. Coordination between the City and the School Districts in the programming of recreation and sports activities should be encouraged so that the widest range of opportunities are provided to San Leandro residents.

- City Operating Procedures
- Intergovernmental Coordination

24.03 PROBLEM SOLVING

Partner with the School Districts to develop creative solutions to the maintenance, liability, security, and funding challenges associated with the joint use of school properties for public recreation.

- Joint Use Agreements
- School/City Liaison Committee

24.04 SCHOOL CAMPUS DESIGN CHANGES

Work with the School Districts to implement design changes that allow school grounds to function as neighborhood parks as well as school recreation and athletic field areas, particularly in neighborhoods that lack existing parks. Such improvements should be consistent with school site master plans and should provide mutual benefits for both the School Districts and the City. Typical improvements might include tot lots, pathways, landscaping and shade trees, picnic areas, community gardens, ballfields, and similar aesthetic and recreational amenities.

Action 24.04-A: San Leandro USD Rehabilitation Projects

Work with the San Leandro Unified School District to pursue the rehabilitation of turf areas, the upgrading of hard court areas, the development of additional softball/ baseball and soccer fields, the acquisition of new children's play equipment, and landscaping improvements on school campuses.

Action 24.04-B: San Lorenzo USD Rehabilitation Projects

Work with the San Lorenzo Unified School District to pursue the development of multi-use athletic fields at school sites within the San Leandro city limits.

- Capital Improvement Program
- Joint Use Agreements
- Joint Use Master Plan
- Park Bond Measure
- School/City Liaison Committee

24.05 ONGOING COMMUNICATION

Maintain ongoing communication between the City Council, the Recreation and Parks Commission, and the School Boards to address issues of mutual concern and promote additional joint use agreements.

- School/City Liaison Committee

Action 24.05-A: Field Reservation Practices
Develop consistent policies and practices for the reservation and use of City and school sports fields.

24.06 **NON-PROFIT SERVICE PROVIDERS**
Encourage coordination with non-profit recreational service providers in San Leandro (such as the Boys and Girls Club) so that the public becomes more aware of their facilities, programs, and services. Consider joint use agreements with non-profit and/or private companies to further increase access to recreational facilities.

- Grants
- Human Resources Commission
- Joint Use Agreements
- Public Education and Outreach Programs

24.07 **OTHER AGENCIES**
Explore joint use opportunities with other public or semi-public agencies to provide for appropriate recreational uses of their properties and rights-of-way.

- Intergovernmental Coordination
- Joint Use Agreements
- Public/Private Partnerships

Goal: San Leandro Creek

25

Protect San Leandro Creek as a citywide open space and natural resource.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

25.01

CREEK STEWARDSHIP

Support the efforts of community groups such as the Friends of San Leandro Creek to increase public education and recreation, promote habitat restoration and public access, conduct creek clean-up, maintenance, and monitoring programs, and achieve water quality improvements.

- City Operating Procedures
- Creek Restoration Projects
- Watershed Management Plan

Action 25.01-A: Watershed Management Program Implementation

Following the completion of the San Leandro Creek Watershed Management Program, consider implementing those programs that are relevant to the City of San Leandro. These programs address public education, pollution prevention, biological resource enhancement, waterway operations and maintenance, and land use and development.

Action 25.01-B: Community Program Support

Continue to support community-based ecological survey, water quality monitoring, and clean-up programs.

25.02

CREEKSIDE DEVELOPMENT

Require new development adjacent to San Leandro Creek to maintain adequate setbacks from the top of the creek bank, dedicate public access easements for creekside amenities, and where appropriate, undertake improvements such as erosion control, habitat restoration, and bank stabilization.

- CEQA
- Development Review
- Municipal Code and Ordinances

Action 25.02-A: Watercourse Protection Ordinance

Consider adoption of a watercourse protection ordinance that would establish more stringent permit requirements for the development of structures within creek setback areas. Solicit extensive community input in the preparation of such an ordinance, particularly from creekside property owners.

25.03

BALANCED OBJECTIVES

Ensure that future creekside improvements balance the objective of greater public access with the objectives of restoring wildlife habitat, minimizing flood hazards, and respecting the privacy and security of persons living along the creek.

- City Operating Procedures

25.04 ORIENTATION OF NEW STRUCTURES

Encourage all new structures on creekside sites to be designed so that the creek is treated as an amenity and focal point.

- Design Guidelines
- Development Review

25.05 HABITAT RESTORATION

Encourage the enhancement and restoration of the natural riparian habitat along San Leandro Creek. To the extent feasible, the upper reaches of the creek should be retained as a natural waterway and should not be further channelized for flood control purposes.

- Capital Improvement Program
- Creek Restoration Projects
- Flood Plain Management Ordinance

Action 25.05-A: Chain of Parks

Pursue the development of an interconnected chain of parks and a continuous trail along San Leandro Creek between Downtown San Leandro and the north end of Preda Street.

25.06 CREEK MAINTENANCE

Support creek maintenance projects that minimize erosion, stabilize creek banks, and protect property from the threat of flooding. Work with private property owners and Alameda County to ensure that fallen vegetation and other potentially hazardous flow obstructions are promptly removed.

- Intergovernmental Coordination
- Public Works Maintenance

25.07 PUBLIC INFORMATION

Promote public information on San Leandro Creek, with a focus on youth-oriented environmental programs. The City should support or co-sponsor events such as creek clean-ups, creek walks, student projects, creek classes and workshops, street fairs, and other events that foster greater appreciation of the creek and creek environment.

- Capital Improvement Program
- Grants
- Public Education and Outreach Programs
- Public/Private Partnerships

Action 25.07-A: Environmental Education Center

Develop an Environmental Education Center and Natural History Museum adjacent to San Leandro Creek.

25.08 WATERSHED MANAGEMENT

Encourage the management of land use and day-to-day activities within the San Leandro Creek Watershed in a way that supports the goal of protecting water quality and habitat within the creek itself.

- Flood Plain Management Ordinance
- Intergovernmental Coordination
- Watershed Management Plan

Action 25.08-A: Lake Chabot Releases

Negotiate an agreement with EBMUD regarding controlled releases of water from Lake Chabot Dam to better sustain fish and wildlife population in the creek.

Goal: 26 Plant and Animal Communities

Identify, protect, and enhance San Leandro's significant plant and animal communities.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
26.01	**ECOSYSTEM MANAGEMENT** Promote the long-term conservation of San Leandro's remaining natural ecosystems, including wetlands, grasslands, and riparian areas. Future development should minimize the potential for adverse impacts to these ecosystems and should promote their restoration and enhancement.	• CEQA • Development Review • Intergovernmental Coordination
26.02	**MITIGATION OF DEVELOPMENT IMPACTS** Require measures to mitigate the impacts of development or public improvements on fish and wildlife habitat, plant resources, and other valuable natural resources in the City.	• CEQA • Development Review • Intergovernmental Coordination
26.03	**HABITAT RESTORATION** Encourage the restoration of native vegetation in the City's open spaces as a means of enhancing habitat and reducing wildfire hazards.	• Intergovernmental Coordination • Public Education and Outreach Programs

26.04 **SPECIES OF SPECIAL CONCERN**

Ensure that local planning and development decisions do not damage the habitat of rare, endangered, and threatened species, and other species of special concern in the City and nearby areas.

- CEQA
- Development Review

Action 26.04-A: Biological Assessments

Require biological assessments for development in areas where special status species may be present. Require mitigation in accordance with state and federal regulations where potential adverse impacts exist.

26.05 **SAN LEANDRO SHORELINE MARSHLANDS**

Continue the restoration of the San Leandro Shoreline Marshlands as a unique natural area. The emphasis in this area should be on resource conservation, trails and ecological study.

- Program Development
- Shoreline Marshlands Program

Action 26.05-A: San Leandro Shoreline Marshlands Enhancement Program

Continue to monitor the progress of the San Leandro Shoreline Marshlands Enhancement Program. Conduct periodic assessments of hydrology, vegetation, and wildlife in this area, and make adjustments to the management program based on the findings.

Action 26.05-B: Predator Control Plan

Pursuant to the development agreement for Heron Bay, ensure that a predator control plan (controlling feral and domestic animals) is implemented in the San Leandro Shoreline Marshlands. Consider additional measures to improve marsh health, such as a cordgrass control plan.

26.06 **INTERGOVERNMENTAL COORDINATION**

Coordinate with the appropriate regional, state and federal agencies and other organizations in their efforts to conserve and enhance ecological resources in San Leandro. Refer local projects to these agencies as required for their review and comment.

- Development Review
- Intergovernmental Coordination

Goal: 27 Resource Conservation

Promote recycling, water conservation, and other programs which create a more sustainable environment.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
27.01	**RECYCLING** Actively promote recycling, composting, and other programs that reduce the amount of solid waste requiring disposal in landfills. ***Action 27.01-A: Source Reduction and Recycling Programs*** *Implement the Source Reduction and Recycling programs necessary to divert 75 percent of San Leandro's wastestream from landfills by 2010.* ***Action 27.01-B: Waste Reduction Programs*** *Encourage special bulky waste pick-up events, citywide garage sales, programs offering rebates for inefficient appliances or polluting vehicles, and other waste collection activities that reduce pollution, excessive resource consumption, and improper waste disposal.* ***Action 27.01-C: Commercial and Multi-Family Residential Programs*** *Expand recycling programs serving multi-family dwellings and commercial-industrial customers, and develop new recycling programs that target construction and demolition debris and old computers. These programs should include a significant public information and education component aimed at local businesses and should be coordinated through the Chamber of Commerce and other business organizations.* ***Action 27.01-D: Food Waste Recycling*** *Implement a food waste recycling program.* ***Action 27.01-E: Public Education*** *Expand public education on recycling, particularly for apartment dwellers . Promote school programs that educate children about recycling.*	• Solid Waste Management Program
27.02	**WATER CONSERVATION** Promote the efficient use of existing water supplies through a variety of water conservation measures, including the use of recycled water for landscaping. ***Action 27.02-A: Urban Water Management Plan*** *Take the actions necessary to implement EBMUD's Urban Water Management Plan at the local level.*	• Capital Improvement Program • Intergovernmental Coordination • Public Education and Outreach Programs

Action 27.02-B: Recycled Water use on Golf Courses

Coordinate with the Regional Water Quality Control Board, EBMUD, and other agencies to implement plans for recycled water delivery to Marina Park, the Monarch Bay (Tony Lema and Marina) Golf Courses, and other landscaped public areas in San Leandro.

27.03 DROUGHT-TOLERANT LANDSCAPING

Encourage the use of native vegetation and drought tolerant non-native vegetation in landscaping plans.

- Water Conserving Landscape Ordinance

27.04 DEVELOPMENT STANDARDS

Maintain local planning and building standards that encourage the efficient use of water through such measures as low-flow plumbing fixtures and water-saving appliances. Require water conservation measures as a condition of approval for major developments.

- Building Code
- Conditional Use Permits
- Development Review

27.05 CITY CONSERVATION PRACTICES

Ensure that City itself follows conservation practices in its day-to-day operations and is a role model for businesses and residents in the area of conservation. The City should encourage the use of reusable and recyclable goods in its purchasing policies and practices, and should develop strategies that encourage residents and businesses to do the same.

- City Operating Procedures
- Public Education and Outreach Programs

Action 27.05-A: Community Conservation Events

Promote community events and fairs that increase environmental awareness, such as Arbor Day tree planting, Earth Day activities, shoreline clean-ups, and creek restoration.

Action 27.05-B: Recycling Incentives

Explore incentive programs to promote recycling, including awards or monetary bonuses for exemplary recycling customers.

Goal: 28 Energy

Promote the efficient use of energy and a reliable long-term energy supply for San Leandro residents and businesses.

POLICIES AND ACTIONS — **IMPLEMENTATION STRATEGIES**

28.01 CONSERVATION ADVOCACY

Strongly advocate for increased energy conservation by San Leandro residents and businesses, and ensure that the City itself is a conservation role model.

- Annual Budget
- City Operating Procedures
- Public Education and Outreach Programs

Action 28.01-A: Energy Retrofits of Public Facilities
Pursue the retrofitting of City facilities to improve energy efficiency, including the development of solar heating systems for public swimming pools and the installation of low wattage lighting. Perform additional retrofitting in the future in the event new technology or new renewable energy sources become available.

28.02 PLANNING AND BUILDING PRACTICES

Encourage construction, landscaping, and site planning practices that minimize heating and cooling costs and ensure that energy is efficiently used. Local building codes and other City regulations and procedures should meet or exceed state and federal standards for energy conservation and efficiency.

- Building Code (Title 24)
- Design Guidelines
- Development Review
- Zoning

Action 28.02-A: Land Use Regulations
Review local land use regulations (including the zoning code, building code, and subdivision ordinances) to ensure that there are no obstacles to the use of solar power or the development of alternative energy sources, and to include guidelines that promote solar access in new subdivisions.

28.03 WEATHERIZATION

Promote the weatherization and energy retrofitting of existing homes and businesses, including the development of solar space heating and water heating systems, and the use of energy-efficient lighting, fixtures and appliances.

- Building Code
- Program Development
- Public Education and Outreach Programs

Action 28.03-A: Incentives for Energy Retrofits
Establishes incentives for energy retrofits upon the sale or purchase of a residence.

28.04 LOCAL ENERGY RESOURCES

Accommodate the use of local alternative energy resources, such as solar power, wind, methane gas, and industrial waste heat (cogeneration). Ensure that alternative energy infrastructure is compatible with surrounding land uses and minimizes environmental impacts on the community.

- Building Code
- Development Review
- Municipal Code and Ordinances
- Zoning

Action 28.04-A: Solar Access Ordinance

Adopt a solar access ordinance which protects opportunities for solar heating of San Leandro residences.

Action 28.04-B: Solar Panel Siting Guidelines

Adopt guidelines for the placement of solar heating panels on San Leandro residences and establish a fee reduction or fee waiver policy for persons installing solar heating systems that meet these guidelines. The guidelines should ensure that the visual impacts of solar panels (from the street and surrounding properties) are minimized.

28.05 PUBLIC INFORMATION AND EDUCATION

Promote public information and education on energy conservation and retrofit programs, in part through partnerships with the agencies offering such programs.

- Public Education and Outreach Programs
- Public/Private Partnerships

Action 28.05-A: Realtor and Lender Programs

Work with local realtors and lenders to distribute information on local energy retrofit programs, "energy star" products, energy-efficient mortgages, energy-related tax credits, and local contractors providing retrofit and weatherization services.

Action 28.05-B: Public Information

Develop and disseminate information to San Leandro residents and businesses on energy conservation. Work with the School Districts to provide similar information to school children and their families.

28.06 REDUCING PEAK DEMAND

Encourage innovative responses to reduce peak demands on the electric power grid, such as flexible work shifts and the development of local power sources.

- Public/Private Partnerships

Action 28.06-A: Energy Municipalization

Closely monitor the state and national energy situation to develop appropriate local responses. The City should keep open the option of creating a municipal energy department responsible for purchasing and delivering power to local customers.

Action 28.06-B: Rolling Blackout Warning System

Work with local business and homeowner organizations to develop early notification and warning systems prior to planned power outages (e.g., "rolling blackouts").

(Please consult Chapters 4 and 6 for Transportation and Air Quality policies that support energy conservation by promoting bicycling, walking and public transit, and encouraging a development pattern which minimizes the need to drive.)

CHAPTER

6

Environmental Hazards

CHAPTER 6

ENVIRONMENTAL HAZARDS

A. OVERVIEW

Environmental Hazards incorporates the state-mandated "Safety" and "Noise" elements of the General Plan. It addresses natural and man-made hazards in the City, including earthquakes, landslides, floods, wildfire, air and water pollution, hazardous materials, and aviation accidents. It includes a summary of emergency preparedness in San Leandro, with policies that provide the foundation for disaster planning in the City. The Element also addresses noise pollution, with the dual objective of mitigating existing noise problems and avoiding future disturbances or conflicts.

The overall purpose of this Element is to minimize the potential for damage and injury resulting from environmental hazards. The State Government Code requires that the Element identify and evaluate the hazards that are present in the community and establish appropriate goals, policies, and action programs to reduce those hazards to acceptable levels. Environmental hazards define basic constraints to land use that must be reflected in how and where development takes place.

Public education is critical to the successful implementation of this Element. Although San Leandrans are generally aware that the City is located in "earthquake country," there is still much that can be done to improve readiness and response when disaster strikes. The Environmental Hazards Element takes a pro-active approach to emergency preparedness, emphasizing mitigation and reduced exposure to hazards as well as response and recovery.

The Element sets forth a pro-active strategy for addressing noise issues in the community. Surveys conducted during the General Plan update found that noise was perceived as a significant problem in San Leandro. This is not surprising considering the City's location next to a major international airport and alongside some of the region's busiest freeways and rail corridors. The Element recommends several programs to resolve domestic, transportation, and airport noise conflicts.

The 1868 Hayward Fault earthquake caused the collapse of the Alameda County Courthouse, which was then located on Davis Street in Downtown San Leandro. If a quake of similar magnitude (7.0) occurred today, damage would be widespread.

B. NATURAL HAZARDS

Earthquakes

Seismic Conditions

Earthquakes are the most pervasive safety hazard in San Leandro. The eastern edge of the City is crossed by the Hayward Fault, creating the potential for serious and widespread damage. The last great quake on the Hayward Fault—a magnitude 7.0 temblor in 1868—destroyed many buildings in San Leandro and literally changed the course of the City's history.

A 1999 ABAG study of earthquake probabilities estimated that there is a 32 percent chance of a magnitude 6.7 or greater quake on the Hayward Fault during the next 30 years. Such a quake could topple buildings, disrupt infrastructure, cripple the transportation system, and trigger landslides throughout the San Leandro Hills. The City is also vulnerable to damage from earthquakes on the San Andreas Fault, located 10 miles to the west, and the Calaveras Fault, located 10 miles to the east.

The major earthquake-related hazards are ground shaking and ground failure. Both hazards tend to be amplified on artificial fill and on deep alluvial soils like those found along the Bay and old streambeds. As the 1989 Loma Prieta Earthquake illustrated, serious damage may occur on such soils even if they are 70 or 80 miles away from the epicenter of the quake. Earthquake hazard maps prepared by the Association of Bay Area Governments indicate that a large Hayward Fault quake would trigger very violent shaking close to the Fault in the northeastern part of the City, and a high risk of liquefaction in the Marina Faire/Mulford Gardens and Washington Manor/Bonaire neighborhoods.

The State Division of Mines and Geology has designated the area immediately adjacent to the Hayward Fault as a "Special Studies Zone." Before any development may occur within this zone, geologic studies are required to determine the precise location of active fault traces and evaluate the feasibility of construction. Structures must be set back at least 50 feet from any fault trace and must be engineered to reduce the potential for earthquake damage. Elsewhere in the City, the Uniform Building Code includes a number of provisions to reduce the potential for quake damage.

Figure 6-1 shows the location of the Hayward Fault and Special Studies Zone, along with those areas identified as having the highest risk for groundshaking and liquefaction in a major earthquake.

Structural Hazards

Enforcement of the Uniform Building Code (UBC) by the San Leandro Building Department helps ensure that new construction will withstand the forces associated with a major earthquake. However, many of the buildings in San Leandro pre-date the modern UBC and are susceptible to damage. The City is nearing completion of a multi-year program to retrofit unreinforced masonry buildings (URMs), most of which are located in and around Downtown.

Several other building types have been identified as vulnerable and have been targeted for future retrofit programs. These include:

- *Concrete tilt-up structures.* About 320 tilt-ups have been identified in San Leandro, with about 50 retrofitted to date. Many of these structures require additional roof to wall connections to avoid their collapse during an earthquake.
- *Soft-story buildings.* These are multi-story structures with little or no first floor bracing—368 soft-story buildings have been identified in San Leandro. Most are two and three-story apartments or offices constructed over ground-level parking.
- *Older single family homes.* Many older homes in San Leandro have not been bolted to their foundations and would benefit from additional underfloor bracing.

Seismic retrofitting can be expensive. The City provides assistance to property owners in the form of classes and seminars, tool lending, and guidelines for do-it-yourself retrofit projects. In the past, the City has helped property owners by providing grants, financing support, and underwriting of permit fees. Additional assistance programs will be explored in the future.

The City has completed the retrofitting of most public facilities, including City Hall, the Police Station, the Main Library, and most fire stations. Both the San Leandro and San Lorenzo Unified School Districts have also undertaken major seismic retrofit programs during the past few years. Retrofit work by Caltrans and BART is ongoing, while EBMUD is in the midst of a $189 million program to reinforce its reservoirs and major water lines. Some of the freeway overpasses in San Leandro remain vulnerable and will require further strengthening in the coming years.

Landslides and Erosion

Landslides are relatively common in the East Bay Hills, especially during high intensity rainstorms. Most slides occur naturally, but they may be exacerbated by excessive grading, improper construction, and poor drainage. The most recent evidence of landsliding in San Leandro is above Hillside Drive in the Bay-O-Vista neighborhood. During the El Nino storms of 1998, a two-acre slide at this location required the removal of two homes from their foundations. The slide is presently being repaired. Any additional development in the hills must be carefully engineered to avoid the risk of further property damage or loss of life.

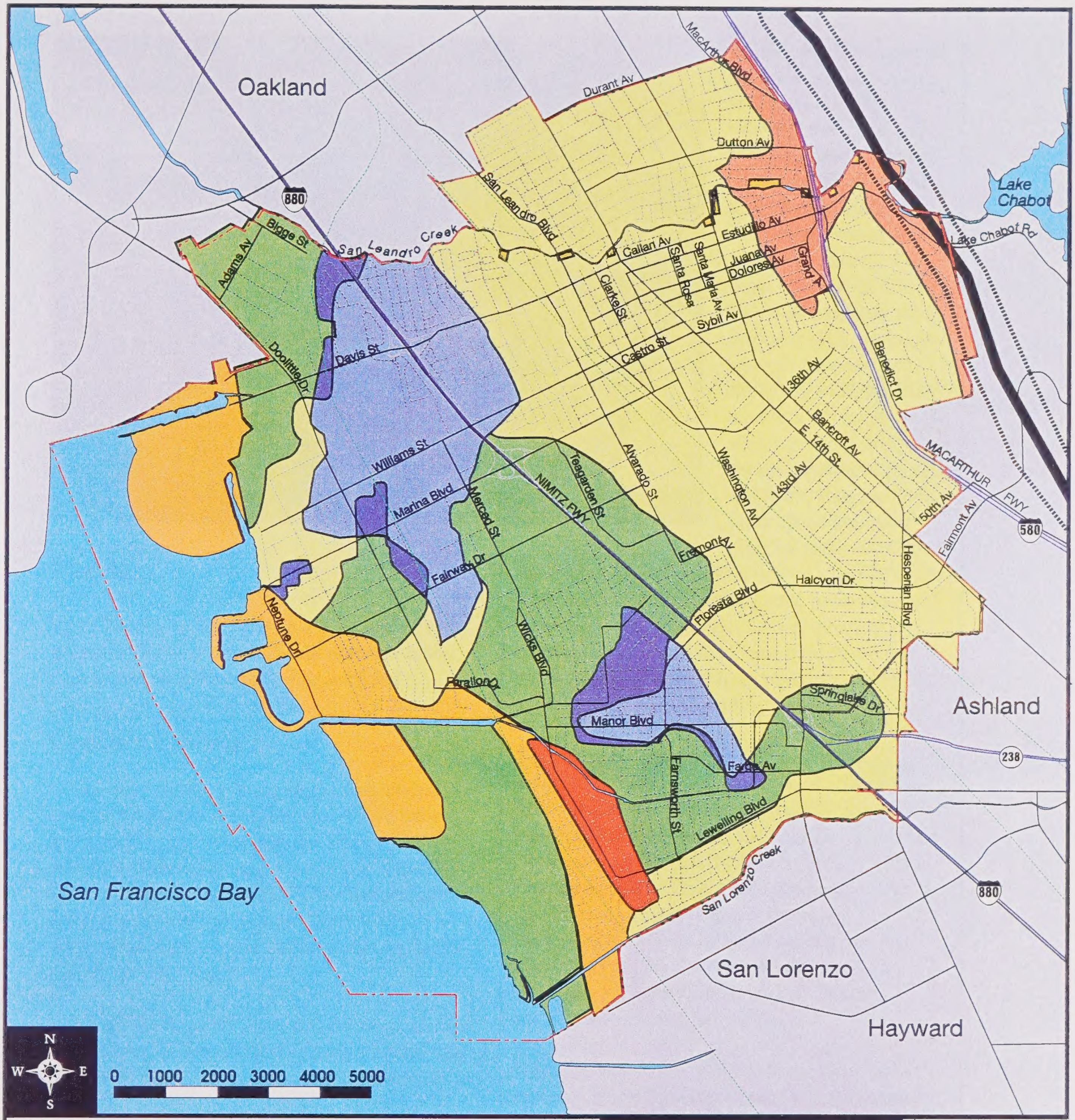
Erosion is the wearing away of the soil mantle by running water, wind, or geologic forces. It is a naturally occurring phenomenon and ordinarily is not hazardous. However, excessive erosion can contribute to landslides, siltation of streams, undermining of foundations, and ultimately the loss of structures. Removal of vegetation tends to heighten erosion hazards. The City enforces grading and erosion control ordinances to reduce these hazards. Maintenance programs along San Leandro Creek also help reduce the threat of erosion.

Wildfire

The risk of urban wildfire in California has increased dramatically as a result of population growth on fire-prone hillsides. The danger is not just limited to rural areas. In fact, the costliest wildfire in U.S. history took place just eight miles north of San Leandro in 1991. That fire caused $3 billion in property damage, caused 25 deaths, and resulted in the loss of some 3,000 homes in the Oakland Hills.

Fortunately, the risks are less severe in the San Leandro Hills. The area east of I-580 is classified as a "moderate" fire hazard by the California Department of Forestry. The lack of a dense tree canopy is a mitigating factor as are the relatively wide streets, gentle slopes, and grassland vegetation. Nonetheless, the City lies adjacent to thousands of acres of potentially flammable coastal scrub and forested open space. There are also a number of locations in the City, particularly along San Leandro Creek, where large eucalyptus trees and other highly flammable vegetation exists. Even the grasslands at Oyster Bay Regional Park pose a potential wildfire threat.

The Alameda County Fire Department is responsible for wildfire prevention activities in San Leandro. The Department works with property owners to maintain "defensible space" around homes and to require the removal of flammable vegetation and combustible litter. The Uniform Fire Code specifies additional requirements that are enforced by the City's Building Department. The City also requires fire-resistant roofing materials in new construction and major remodeling projects.


Oakland
MacArthur Blvd
Durant Av
Dutton Av
Lake Chabot
Lake Chabot Rd
880
San Leandro Blvd
San Leandro Creek
Bigge St
Adams Av
Estudillo Av
Callan Av
Santa Rosa
Santa Maria Av
Juana Av
Dolores Av
Grand Av
Clarke St
Sybil Av
Doolittle Dr
Davis St
Castro St
136th Av
Benedict Dr
Bancroft Av
E. 14th St
MACARTHUR FWY
Williams St
Teagarden St
Alvarado St
Washington Av
143rd Av
150th Av
Fairmont Av
580
Marina Blvd
Merced St
NIMITZ FWY
Fremont Av
Fairway Dr
Hesperian Blvd
Halcyon Dr
Floresta Blvd
Neptune Dr
Wicks Blvd
Farallon Dr
Springlake Dr
Ashland
Manor Blvd
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238
Farnsworth St
Lewelling Blvd
San Lorenzo Creek
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LEGEND

🟥 Very Violent Groundshaking Very High Liquefaction Risk

🟧 Very Violent Groundshaking Low to Moderate Liquefaction Risk

🟧 Violent Groundshaking Very High Liquefaction Risk

🟩 Violent Groundshaking High Liquefaction Risk

🟨 Violent Groundshaking Very Low to Moderate Liquefaction Risk

🟪 Very Strong Groundshaking High Liquefaction Risk

🟦 Very Strong Groundshaking Low/Moderate Liquefaction Risk

▬ Hayward Fault

┅ Limits of Alquist-Priolo Special StudiesZone

This map has been derived from ABAG data indicating probable groundshaking severity (Modified Mercalli Scale) and liquefaction hazards in the event of a 6.9 Earthquake on the Southern Hayward Fault. Source: ABAG, 1999. Map intended for planning only.

EARTHQUAKE HAZARDS

FIGURE 6-1

San Leandro General Plan Update, 2002

Flooding

Flood hazards in San Leandro are associated with overbank flooding of creeks and drainage canals, dam failure, tsunamis, and rising sea level.

Overbank Flooding

At one time, flooding along creeks and streams was relatively common in San Leandro. These hazards were greatly reduced during the 1960s and 1970s when the Alameda County Flood Control and Water Conservation District (ACFCWCD) channelized the lower portions of San Leandro Creek and constructed flood control ditches in the southern part of the City.

Although the flood control channels were effective, they did not eliminate flood hazards entirely. During the last 40 years, urbanization in the watersheds has increased impervious surface area, which has resulted in faster rates of runoff and higher volumes of stormwater in the channels. Recent maps published by the Federal Emergency Management Agency (FEMA) indicate that a 100-year storm (e.g., a storm that has a one percent chance of occurring in any given year) could cause shallow flooding in parts of southwest San Leandro.

In 1999, the City appealed the flood zone boundaries established by FEMA, believing that the number of flood prone properties had been overestimated. Revised maps became effective in February 2000. Although the revised maps show fewer properties in the flood zone than the 1999 maps did, the zones may still be overstated. According to FEMA, there are still 1,870 homes in the Manor, Floresta, and Springlake neighborhoods within the 100-year flood plain. Flood insurance costs for these residents amounts to over one million dollars a year. The City is presently working with impacted homeowners to verify the elevations of their homes, possibly enabling some residents to have their properties removed from the flood plain boundary. Additional appeals of the boundaries may be filed.

The principal consequence of a property's designation within the 100-year flood zone is that flood insurance is required for federally insured mortgage loans. Insurance also may be required by other mortgage lenders. Moreover, the City's Flood Plain Management Ordinance requires that new construction, additions, and major home improvement projects be raised at least one foot above the base flood elevation—this can be a significant expense for homeowners making alterations to existing structures.

While the City works with FEMA to improve the accuracy of the flood zone maps, it is also working with the ACFCWCD to increase the carrying capacity of the channels. Measures being pursued include redesign of the channels, replacing undersized culverts, and keeping the channels well-maintained and free of debris. Steps should be taken to identify additional funding sources and expedite the reconstruction of the channels.

Other Flood Hazards

Dam Failure. Most of San Leandro would be flooded in the event of dam failure at the Lake Chabot or Upper San Leandro Reservoirs. Such a flood could produce catastrophic damage and casualties in the City. The dams at both reservoirs have been seismically strengthened during the last 30 years, making the risk of failure extremely low. Continued maintenance and seismic reinforcement will take place in the future.

Tsunamis. Tsunamis are long-period waves usually caused by off-shore earthquakes or landslides. Because the San Leandro shoreline does not face the open ocean, the risk is very low. A 100-year frequency tsunami would generate a wave run-up of 4.4 feet at the San Leandro shoreline. Most of the shoreline is protected by rip-rap (boulders) and would not be seriously affected.

Rising Sea Level. Rising sea level is a global issue that could affect San Leandro later in the 21st century. Environmental studies indicate that global warming could lead to a sea level rise of one to 11 feet during the next 100 years. This could have significant effects on the ecology of San Leandro's Shoreline Marshlands. It could also increase erosion along the waterfront and raise the hazard of tidal flooding along Neptune Drive and nearby streets. The City will remain involved in state and regional discussions about this issue and the ways to mitigate its effects on the Bay shoreline.

C. MAN-MADE HAZARDS

Air Pollution

Air pollution is a byproduct of industrial, domestic, agricultural and transportation activities, particularly the combustion of fossil fuels. It is strongly influenced by topography and climatic factors such as wind direction and temperature. The effects of air pollution range from minor problems such as reduced visibility to serious health hazards like asthma and heart disease. Maintaining clean, healthful air is an important goal in San Leandro, to be achieved not only by regulating stationary sources but also by influencing the way people travel in and around the City.

The traditional image of air pollution is one of a factory smokestack. However, over the last 30 years, industrial emissions have been substantially reduced as a result of state and federal clean air legislation. New technologies have enabled the Bay Area to attain state and federal standards for most industrial pollutants.

Today, the most pervasive pollution source in the Bay Area is the automobile. On hot summer days, traffic congestion can create high levels of ozone and carbon monoxide throughout the region. Pollution from other sources, including jet fuel from aircraft and exhaust from generators, lawnmowers, and even home barbecue grills, can exacerbate the problem. Because the state and federal standards for ozone and fine particulate matter are sometimes exceeded, the Bay Area has been designated a "non-attainment area" for these pollutants.

Any air basin that does not meet federal standards is required to prepare a Clean Air Plan which identifies strategies for improving air quality. In the San Francisco Bay Area, these plans are the responsibility of the Bay Area Air Quality Management District (BAAQMD). The Clean Air Plan is regional in nature but identifies many strategies that can be implemented at the local level.

The BAAQMD also issues permits to stationary sources of air pollution in the Bay Area and inspects these facilities to ensure that they operate within allowable standards. In 1998, there were 27 permitted sources in San Leandro, including 20 dry cleaning businesses, the Water Pollution Control Plant, and a handful of industrial and medical uses. The BAAQMD also maintains a data base of air quality complaints filed by residents and businesses in each Bay Area community. During the last two years, most of the complaints from San Leandro callers related to noxious odors. Each complaint is investigated and corrective action is required if a problem is detected.

Policies in the San Leandro General Plan call for the enforcement of state and federal air quality standards, the regulation of construction and grading to control airborne dust, tree planting to

An Air Pollution Primer

The major components of air pollution are ozone, carbon monoxide, suspended particulate matter, nitrogen and sulfur dioxide, and toxic air contaminants.

Ozone (O3). is formed through a series of photochemical reactions involving reactive organic compounds and nitrogen oxides. It is characterized by a visibility reducing haze. Motor vehicle emissions, refineries, power plants, solvents, and pesticides are the primary sources. Ozone is considered a regional pollutant because its precursors are transported and diffused by wind. This makes it particularly difficult to eliminate. During the late 1990s, the state ozone standard was exceeded an average of three days a year at the San Leandro monitoring station.

Carbon Monoxide (CO). Carbon Monoxide is an odorless, colorless gas formed by the incomplete combustion of fuels and other organic substances. Motor vehicles are the main source, particularly vehicles which are idling or driving slowly. High levels of atmospheric CO can lower the amount of oxygen in the bloodstream, aggravate cardiovascular disease, and cause fatigue, headaches, and dizziness. In contrast to ozone, CO tends to be a localized problem. Concentrations usually correspond to areas of traffic congestion. CO levels at monitoring stations in the East Bay are well within state and federal standards.

Suspended Particulate Matter (PM_{10} and $PM_{2.5}$). PM_{10} and $PM_{2.5}$ include solid and liquid inhalable particles that are less than 10 and 2.5 microns in diameter, respectively. These particles include smoke, dust, aerosols, and metallic oxides. Major sources include road traffic (i.e., dirt particles), agriculture, fires, and construction and demolition activities. Health hazards are usually most severe during wildfires, and during the winter months when firewood is burned. During the late 1990s, violations of the state standard occurred an average of once a year at the San Leandro monitoring station.

Nitrogen Dioxide and Sulfur Dioxide. These pollutants are both within acceptable levels in the Bay Area. Nitrogen dioxide is a brown-colored gas that is a byproduct of the combustion process. Sulfur dioxide is a colorless gas with a strong odor. It is generated through the combustion of fuels containing sulfur, such as oil and coal. Major contributors of nitrogen dioxide and sulfur dioxide include motor vehicles, power plants, and refineries.

Toxic Air Contaminants. Toxic air contaminants (TACs) are emissions with short-term and/or long-term health effects which may be harmful even in very small quantities. These emissions, which include asbestos, benzene, beryllium, mercury, and vinyl chloride, are regulated through emission limits rather than ambient air quality standards. Several of these chemicals are known carcinogens. Common sources of TACs include gas stations, factories, medical incinerators, dry cleaners, wastewater treatment plants, and hospitals. Regulation of toxic air contaminants is achieved through federal and state controls on individual sources.

absorb carbon monoxide, and the siting of development to avoid exposure to odors and air contaminants. The Plan also promotes public education on air quality hazards and encourages residents to "spare the air" by curtailing certain activities when pollution hazards are greatest.

The General Plan also contributes to cleaner air through policies and programs that reduce automobile dependency and promote transportation alternatives. By encouraging transit-oriented development, better transit service, improved provisions for bicycles and pedestrians, shuttles and carpools, and shorter commutes, the Plan emphasizes more environmentally-friendly methods of travel. These measures—referred to as "Transportation Control Measures" by the Bay Area Air Quality Management District—may ultimately offer the greatest potential for improving air quality in the Bay Area.

Water Pollution

The creeks and channels that flow through San Leandro and the groundwater underlying the City are prone to pollution from a variety of sources. Fifty years ago, the most egregious sources of pollution in the area were heavy industries, landfills, and sewage plants, many of which discharged directly into San Francisco Bay with little or no wastewater treatment. Beginning in the late 1940s, a growing number of state and federal laws established pollution control requirements and put an end to untreated "open pipe" discharges. These requirements have resulted in significant improvements to water quality in the Bay and the partial recovery of several fish and wildlife species.

As point sources of pollution have been curtailed, pollution control efforts have shifted to non-point sources like streets, parking lots, construction sites, and lawns. Rainwater can carry pesticides, grease, oil, paint, household chemicals, and other pollutants from these areas to storm drains, flood control channels, creeks, and ultimately, San Francisco Bay. The Regional Water Quality Control Board (RWQCB) for the San Francisco Bay Basin was established to protect the Bay and its tributaries and implement a variety of programs to control both point and non-point sources. Among its responsibilities is the issuance of federal National Pollution Discharge Elimination System (NPDES) permits for surface water discharges.

In 1987, the U.S. Environmental Protection Agency began requiring NPDES permits for large stormwater discharges in areas where water quality standards had yet to be achieved. Jurisdictions in the San Francisco Bay drainage basin were affected by this requirement. In 1991, the RWQCB granted Alameda County and its 14 cities a joint permit that allowed the continued discharge of stormwater to the Bay, subject to a number of conditions. Foremost among the conditions was the development of a stormwater management program, to be implemented collaboratively by each of the jurisdictions in the County.

The initial five-year program began in 1991; a subsequent five-year program was initiated in 1996 and the next five-year program will soon be underway. In San Leandro, responsibility for implementing the Clean Water Program is shared by the Departments of Engineering and Transportation, Community Development (Environmental Services), and Public Works.

The Clean Water Program includes several components, including regulatory compliance and management, watershed planning, stormwater monitoring, public information and participation, public works maintenance, development and construction controls, illicit discharge control, and a best management practices program. Recent program achievements in San Leandro include the stenciling of 2,270 storm drains, distribution of brochures at City fairs and festivals, student tours of the Water Pollution Control Plant, and City support to the Friends of San Leandro Creek.

Much of the framework for the City's Clean Water Program is laid out in a Storm Water Management and Discharge Ordinance, adopted in 1992. The intent of the Ordinance is to eliminate non-storm water discharge to City storm sewers and reduce pollutants in storm water discharge to the maximum extent practical. The Ordinance provides a mandate for preventive measures such as street sweeping and regular cleaning of storm drain inlets.

During FY 1999-2000, some 5,502 cubic yards of debris was swept from San Leandro streets, 2,277 storm drain inlets were cleaned, and 11 miles of V-ditches were cleaned or inspected. Approximately 37 cubic yards of debris was removed from the City's storm drain inlets and ditches. The Storm Water Ordinance also establishes a local inspection and enforcement program, with fines and penalties for violations. It also requires compliance with a series of best management practices for new development to limit the transport of pollutants from construction sites.

PHOTO COURTESY OF FRIENDS OF SAN LEANDRO CREEK

San Leandro students learn abou water quality at a Friends of San Leandro Creek exhibit.

Water quality monitoring is another key part of the City's Clean Water Program. Regular monitoring of San Leandro waterways is conducted by the San Francisco Estuary Institute, with assistance from trained volunteers. Monitoring of industries and storm drains is performed by the City's Environmental Services Division.

No specific "hot spots" have been identified in San Leandro. However, the urban character of the watershed continues to be a challenge to restoring high quality water. High levels of diazinon (an insecticide) have been reported in San Leandro Creek, and concentrations of coliform bacteria, suspended particulates, and various trace substances in the Bay often exceed safe levels for water contact recreation.

Hazardous Substances

Hazardous substances include materials that may pose a threat to human health or the environment when they are improperly handled, stored, transported or disposed. As a City with a large industrial presence and an extensive rail and freeway network, San Leandro faces the risk of hazardous materials incidents every day. Even if all handling and storage regulations are properly followed, hazardous substances may present a health risk if they are released during an accident or emergency. Many of the hazardous substance issues in the City are the result of activities that pre-date current environmental regulations. Thus, local programs are designed to prevent future problems while correcting problems that originated in the past.

Contaminated Sites and Hazardous Building Materials

San Leandro has over 250 sites that have been documented as having contamination problems. These sites are primarily located in the West San Leandro and South-of-Marina industrial districts but also include properties along commercial corridors such as East 14th Street, Hesperian Boulevard, and Washington Avenue. Most of the cases are associated with petroleum releases to soil or groundwater caused by leaking underground storage tanks. The Environmental Services Division oversees the investigation and remediation of these sites. Many have already been cleaned and are being monitored. Clean-up is underway at the remaining sites and will continue throughout the planning period.

San Leandro also has four groundwater plumes being monitored and remediated. The largest of these plumes is more than two miles long and one mile wide, extending from Washington Avenue west to Doolittle Drive in the central part of the City. In each of the four plumes, the primary contaminant of concern is trichloroethene, or TCE. TCE is a solvent that was commonly used for industrial metal degreasing. Properties within the plume areas may not use wells for domestic purposes. Although all properties over the plume are connected to the municipal water supply, remediation is taking place to restore groundwater quality.

The City also has older buildings with asbestos, lead paint, PCBs, and other materials that are potentially hazardous if disturbed. Special demolition and disposal requirements may be necessary to reduce the risk of airborne contaminants if these sites are redeveloped.

The level of hazardous materials clean-up required at any given site depends on the degree of contamination and the type of land use that is planned. Environmental assessments are routinely required on development sites with a documented history of hazardous materials use or hazardous building materials. Clean-up can be a long and complicated process, involving local, state and federal agencies. The City is committed to working with property owners to expedite this process while meeting all applicable requirements and maintaining public safety. The City is also committed to protecting residents and "sensitive receptors" such as schools and nursing homes from potential impacts associated with hazardous materials in the community.

Handling, Transport, and Storage

The City's Environmental Services Division coordinates a number of state and federal programs which govern the handling, transport, and storage of hazardous materials. Among these programs is the monitoring of activities at sites that handle hazardous substances. There were 430 such sites in San Leandro in 2000. These include 60 sites with permitted underground storage tanks.

State law requires the preparation of a Hazardous Materials Business Plan at each site where hazardous substances are handled. A variety of codes and regulations, including the Uniform Fire Code, establish specific provisions for the design of storage tanks, containment facilities, and handling practices. Such provisions significantly reduce the risk of a chemical release and also include provisions for evacuation in the event of an emergency. The transport of hazardous materials is also closely regulated, although the City has less control over such activities due to the interstate nature of commercial and industrial traffic. Communication with state and federal regulatory agencies is critical to reduce the risk of accidents and ensure that response to transportation-related hazardous materials incidents is immediate and effective.

Household Hazardous Waste

When hazardous substances used for residential purposes are discarded, they become household hazardous waste. These substances include paint, lawn care supplies, used motor oil, car batteries, anti-freeze, household cleaners, pool chemicals, roofing products, and any other product containing potentially dangerous materials. Californians improperly discard large quantities of household hazardous waste each year, presenting a threat to water quality and landfill safety, and creating a potential source of groundwater contamination. Household hazardous wastes must be safely disposed at a designated household hazardous waste facility. The closest facilities to San Leandro are in Oakland and Hayward.

As with so many of the programs identified in this Element, public education is critical to the success of the City's hazardous substance programs. Residents should continue to be informed about the proper use, storage, and disposal of hazardous household materals. Businesses should be kept apprised of state and federal hazardous materials regulations. Trucks and other carriers should be licensed and trained in hazardous materials transport. An ongoing effort should be made to inform residents and businesses alike about what to do in the event of a hazardous materials emergency.

Aviation Hazards

The air space over San Leandro is congested. Traffic to and from Oakland International Airport results in a large number of flights over the City, including many aircraft arriving over residential areas and business districts. San Leandro is also impacted by flights in and out of Hayward Airport and San Francisco International. The potential for a crash at any of these airports is an ever-present concern.

The Alameda County Land Use Commission (ALUC) has designated safety zones at the end of the runways at Oakland International Airport to ensure the compatibility of future development with airport operations. The intent of these zones is to avoid concentrations of people and/or other high hazard situations in the vicinity of the runways. The Safety Zone for the runways at Oakland's North Field extends into San Leandro, encompassing land along Hester Street, Eden Road, Adams Avenue, and Doolittle Drive north of Davis Street. The ALUC's Land Use Plan suggests that this area be used for open space, warehousing, non-intensive industry, storage, and other uses where people generally do not congregate.

The ALUC has also identified a Height Referral Zone around the airport, in accordance with FAA regulations. Height restrictions do not significantly affect development in San Leandro but could apply in the event that tall buildings, communication towers, or similar structures were proposed in the flight paths.

Alameda County firefighters are trained to respond to aviation accidents, both on land and at sea. The City of Oakland also has a special fire-fighting unit at Oakland International Airport, equipped with apparatus for aviation incidents. In the event of an aviation accident in San Leandro, the County Fire Department would respond first, with back-up provided by the City of Oakland as needed. The US Coast Guard has designated the San Leandro Marina as the emergency response point in the event of an aircraft accident on the water. The City and County, Port of Oakland, and Coast Guard have periodic drills to ensure readiness in the event of a water landing or crash off the San Leandro shoreline.

LIFE FLIGHT

D. EMERGENCY PREPAREDNESS

San Leandro's location on the Hayward Fault makes it imperative to be ready when disaster strikes. The City's emergency preparedness programs have been nationally recognized and will continue to be improved and expanded in the future. These programs are operated by the Emergency Services Division of the City Manager's Office, in collaboration with the Alameda County Fire Department. The primary aspects of preparedness are mitigation (i.e., reducing exposure to hazards), training and education, disaster response, evacuation, and post-disaster recovery.

Most mitigation efforts are aimed at the seismic retrofitting of buildings, transportation facilities, and infrastructure. The City has adopted a Hazard Mitigation Plan which identifies ongoing earthquake preparedness programs as well as new programs to be implemented in the coming years. Mitigation from other types of disasters is also important. The vegetation management, flood control, and hazardous materials programs described earlier in this chapter are all part of preparedness planning.

Training and education are probably the most crucial components of disaster planning. Chart 6-1 illustrates that many San Leandro residents believe that additional effort is needed to raise awareness of disaster hazards and inform the public about what to do before, during, and after a major quake. Currently, the Alameda County Fire Department provides neighborhood-based workshops designed to increase basic earthquake awareness and home and family preparedness. Additional outreach is strongly recommended, going beyond neighborhood workshops to reach individuals, school children, the business community, seniors, and other groups with special needs.

Another aspect of training involves drills and simulation exercises. Full-scale disaster simulation exercises are conducted regularly with City staff and representatives from other agencies. Such exercises are essential to maintain effective performance and identify where changes in emergency plans may be needed. All City employees receive basic emergency preparedness training, with advanced training provided to personnel with designated positions in the City's Incident Command System.

The City's emergency response programs are based on the Standard Emergency Management System (SEMS). This is a state-mandated organizational structure that allows agencies throughout California to communicate using common terms and operating procedures. In the event of a major emergency, the Public Works Center on Chapman Road would be activated as an Emergency Operations Center (EOC) and City staff would be deployed to fulfill various management, operations, planning, logistics, and adminstrative functions. Development of a new EOC is recommended, since the Chapman Road facility was not designed for this purpose and could be incapacitated by an earthquake.

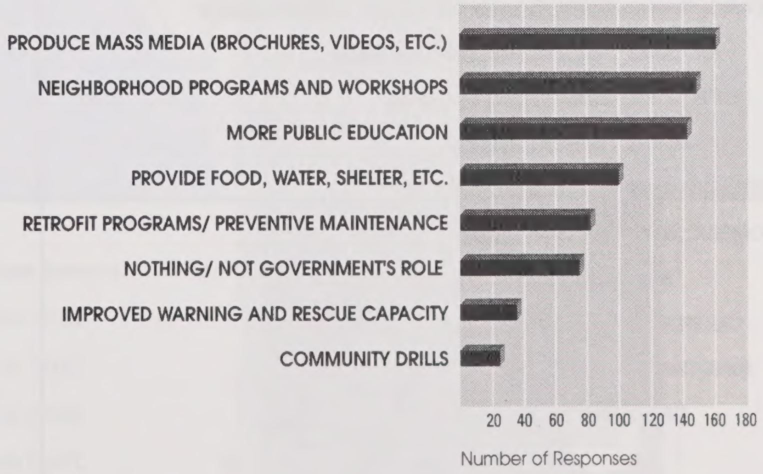
Other components of emergency response include alert systems and radio broadcasts. San Leandro recently installed eight emergency sirens and is considering the development of a high-speed telephone notification system. High-speed notification would be particularly useful in the event of a chemical spill or other type of hazardous materials incident. The City's emergency radio band (1610 AM) also provides a quick and effective way to convey information to the public. However, training and education are needed so the public knows what to do when the sirens sound, and where to turn when disaster-related information is broadcast.

Evacuation is another component of disaster preparedness. At the present time, San Leandro does not have officially designated evacuation routes. While the freeways are the most logical routes out of town, they are likely to be impassable following a major earthquake. Arterial streets, particularly Doolittle, East 14th, San Leandro Boulevard, Washington, Halcyon/Fairmont, Bancroft/Hesperian, and MacArthur/Foothill would function as the major routes out of the City if evacuation became necessary. A formal evacuation plan should be prepared as part of the City's ongoing emergency preparedness program.

Post-disaster response includes the provision of shelter, food, medical assistance, and financial aid, and the rebuilding process. The City is currently implementing an "ark" program that involves the placement of emergency cargo containers at strategic locations around town. Each ark contains basic emergency supplies. Mobile medical and communication equipment is also needed to improve readiness. San Leandro recently received a Project Impact grant from FEMA which will help strengthen existing programs and provide seed money for potential new disaster preparedness, response, and recovery programs.

CHART 6-1 Survey Findings—Emergency Preparedness

Q. What steps can the City take to help you and your family (or business) be more prepared for a natural disaster? (806 responses)



Source: General Plan Citywide Survey, 2001

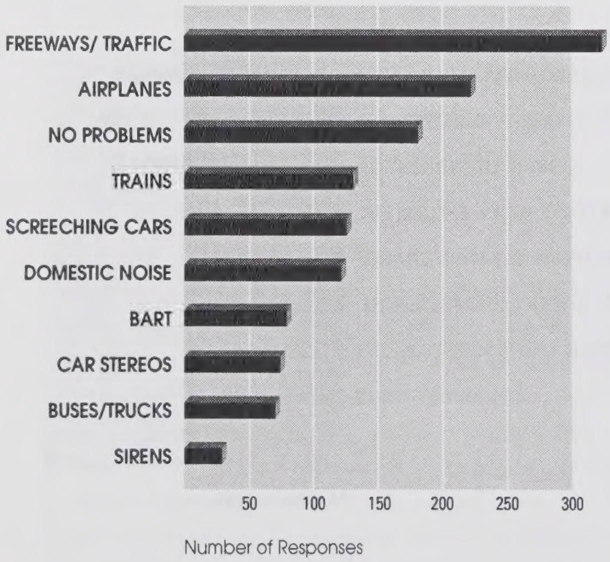
E. NOISE

San Leandro's location in the heart of a major metropolitan area makes it susceptible to noise conflicts. Each day, hundreds of thousands of cars pass through the City on freeways and major thoroughfares. Large and small planes pass over the City throughout the day and night, many flying at low altitudes to and from Oakland International Airport. Freight and passenger trains, BART trains, buses, and trucks produce noise and vibration impacts in many San Leandro neighborhoods. Even in relatively quiet parts of the City, domestic noise sources such as leaf blowers, home and car stereos, security alarms, and barking dogs can be a source of annoyance.

In San Leandro, as in all communities, maintaining neighborhood "peace and quiet" is a basic part of protecting the quality of life. San Leandro residents and businesses, and the City itself, have invested a great deal of time and energy to deal with noise proactively by mitigating existing conflicts and protecting the City from future conflicts. This is particularly true with regard to freeway and airport noise. As Chart 6-2 indicates, traffic and airplanes were identified by a majority of residents as the two biggest noise problems in the City. However, there are many other noise issues that also warrant attention.

CHART 6-2 Survey Findings—Noise

Q. What are the major noise issues in your neighborhood? (1,127 responses)



Source: General Plan Citywide Survey, 2001

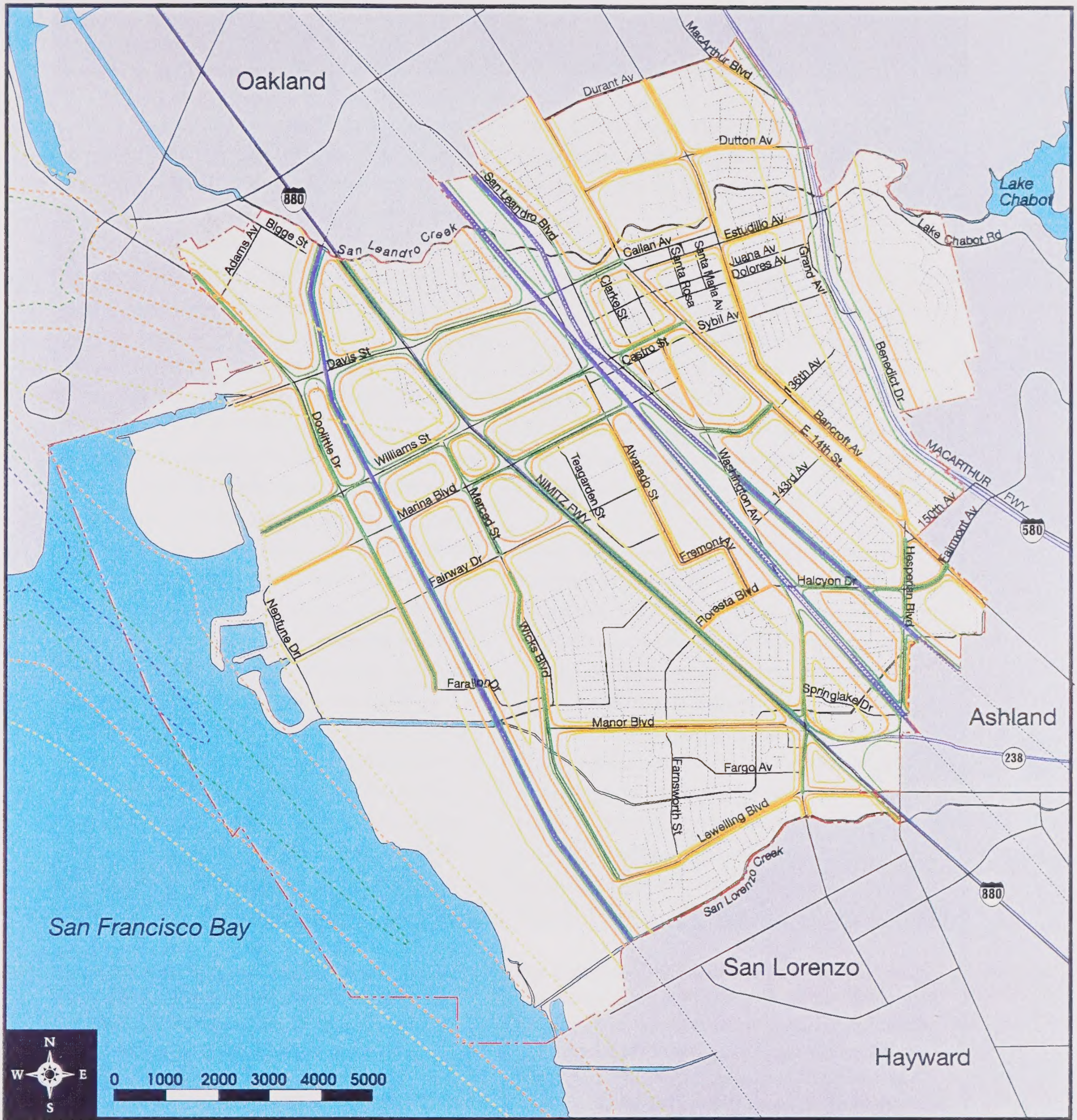
Cities are required to address noise issues in their general plans, primarily by promoting development patterns that recognize the sources of noise and the locations of noise-sensitive uses. This General Plan achieves that objective while also expressing the City's ongoing commitment to reduce noise conflicts in the community. The following sections of this Element describe the noise environment in San Leandro, the major issues to be resolved, and the strategies for mitigating noise problems. Policies and actions under Goals 35 to 37 set forth a coordinated program to address stationary, transportation, and aircraft noise issues in the future.

Existing and Projected Noise Environment

The text box on page 251 provides an overview of how noise is measured. Chart 6-3 indicates the noise levels associated with typical sounds in an urban environment.

Noise levels can be expressed graphically through the use of contour diagrams. Each contour, or line on the map, corresponds to the approximate noise level generated at that location. Figure 6-2 shows noise contours in San Leandro in the year 2000 based on noise monitoring conducted as part of the General Plan update. The contours represent approximations only—the actual noise level at any given location depends on a number of factors, such as topography, vegetation and building cover.

Figure 6-2 illustrates that many residential neighborhoods are currently located in areas where ambient noise levels exceed 60 dB Ldn. A substantial number of homes are within the 65 dB Ldn contour, indicative of a relatively noisy exterior environment. The 60 and 65 dB contours form bands parallel to the City's freeways, railroads, and major arterials.


Oakland
MacArthur Blvd
Durant Av
Dutton Av
Lake Chabot
Lake Chabot Rd
880
San Leandro Blvd
Estudillo Av
Adams Av
Bigge St
San Leandro Creek
Callan Av
Santa Maria Av
Santa Rosa
Juana Av
Dolores Av
Grand Av
Clarke St
Sybil Av
Davis St
Castro St
Benedict Dr
136th Av
Doolittle Dr
Bancroft Av
E. 14th St
Williams St
Teagarden St
Alvarado St
Washington Av
143rd Av
MACARTHUR FWY
Marina Blvd
Merced St
NIMITZ FWY
150th Av
Fairmont Av
580
Fremont Av
Fairway Dr
Halcyon Dr
Hesperian Blvd
Neptune Dr
Floresta Blvd
Wicks Blvd
Farallon Dr
Springlake Dr
Ashland
Manor Blvd
238
Fargo Av
Farnsworth St
Lewelling Blvd
San Lorenzo Creek
880
San Francisco Bay
San Lorenzo
Hayward
N
W
E
S
0
1000
2000
3000
4000
5000

LEGEND

Transportation Noise Sources	**Aviation Noise Sources**
75 dB Ldn	75 dB CNEL
70 dB Ldn	70 dB CNEL
65 dB Ldn	65 dB CNEL
60 dB Ldn	60 dB CNEL

Source: Illingworth and Rodkin, 2000

2000 NOISE CONTOURS

FIGURE 6-2

San Leandro General Plan Update, 2002

In a Nutshell...
How Noise is Measured

Human perception of noise is usually defined in **decibels (dB)**. Decibels are measured on a logarithmic scale, which means that each increase of 10 dB is equivalent to a doubling in loudness. The measurements are usually taken on an "A-weighted" scale which filters out very low and very high frequencies. Everyday sounds range from 30 dB, which is very quiet, to almost 100 dB, which is very noisy. Above 70 dB, noise can become irritating and disruptive.

Noise measurements are usually expressed with some indication of the duration of the measurement period. For longer periods, the measurement reflects the average noise level over the period. Adjustments are usually made to reflect the greater sensitivity of people to noise at night. The term **Community Noise Equivalent Level** (CNEL) is used to describe the average noise level during a 24-hour period, with a penalty of 5 dB added to sound levels between 7 and 10 PM, and a penalty of 10 DB added to sound levels between 10 PM and 7 AM. The term **Day-Night Average Level (Ldn)** is similar, but only includes the 10 dB penalty for 10 PM - 7 AM noise. Shorter measurement durations, typically one hour, are described in **Energy Equivalent Levels** (Leq), indicating the total energy contained by sound over a given sample period.

Use of the longer measurement periods accounts for the variations in the frequency of sound levels that may occur during the day. For instance, a landing jet airplane may produce a sustained noise level of 75 dB as it passes over a particular site in San Leandro. The CNEL reading would be much lower, since the noise is not continuous throughout the day and night.

The US Environmental Protection Agency has suggested an exterior noise goal of 55 dB (Ldn) in residential areas. The US Department of Housing and Urban Development's minimum standard is 65 dB (Ldn). Most local governments use 60 dB (Ldn) as the limit for exterior noise exposure in new residential areas. As a guideline, interior noise levels should be no louder than 45 dB (Ldn). Since the noise reduction provided by a typical house is about 20-25 dB with the windows closed, special insulation measures are usually required where exterior noise exceeds 60 dB.

Figure 6-2 also illustrates contour lines associated with Oakland International Airport. The Port of Oakland indicates that there are no San Leandro homes within the 65 dB CNEL contour—the threshold used to identify "noise-impacted" neighborhoods under federal law. The Port further indicates that there are no homes within the 60 dB CNEL countour. These represent significant improvements from 1994, when there were 28 residences within the 65 dB CNEL contour and 554 residences within the 60 dB CNEL contour. The change is largely the result of a federally-required phase-out of loud jets (known as Stage 1 and 2 aircraft) and the use of hush kits on newer jets (known as Stage 3 aircraft).

The cumulative effects of freeways, arterials, trains, and planes make some parts of the City particularly prone to high noise levels. These areas include the Greenhouse Marketplace, Marina Square, and Westgate areas, the Washington Avenue and San Leandro Boulevard corridors, and much of the West San Leandro industrial district. Although outside the 65 dB CNEL contour, the Davis West, Timothy Drive, Floresta, Mulford Gardens, and Seagate/Marina Faire areas are impacted by frequent airplane flyovers.

Figure 6-3 illustrates projected noise contours in 2015. Although traffic increases on San Leandro streets are likely and additional air traffic over the City is projected, little change to the ambient noise environment is expected. However, if Caltrans constructs sound walls along I-580 as currently planned, the 60 and 65 dB Ldn would constrict and fewer residences would be exposed to noise levels above 65 dB Ldn. Mitigation for airport noise impacts is discussed in detail later in this Element.

Noise Compatibility

Given the potential for adverse psychological and physiological impacts, some land uses are considered to be more sensitive to noise than others. Residential areas, schools, child care centers, hospitals, churches, libraries, and nursing homes are typically regarded as noise-sensitive. Certain types of park and recreational areas also may be noise-sensitive. It is important that future land use decisions protect such uses and further, that new noise-sensitive uses are located and designed in a way that protects occupants from harmful noise impacts.

Table 6-1 provides noise compatibility guidelines for land uses. The guidelines identify those areas where various uses are acceptable, conditionally acceptable, or unacceptable based on ambient noise levels. The guidelines recognize that mitigation may make certain uses acceptable, even where exterior noise levels are relatively high.

Noise mitigation is achieved by reducing the source of the noise, modifying the path between the noise source and receiver, or adjusting the noise receiver. These approaches are described below:

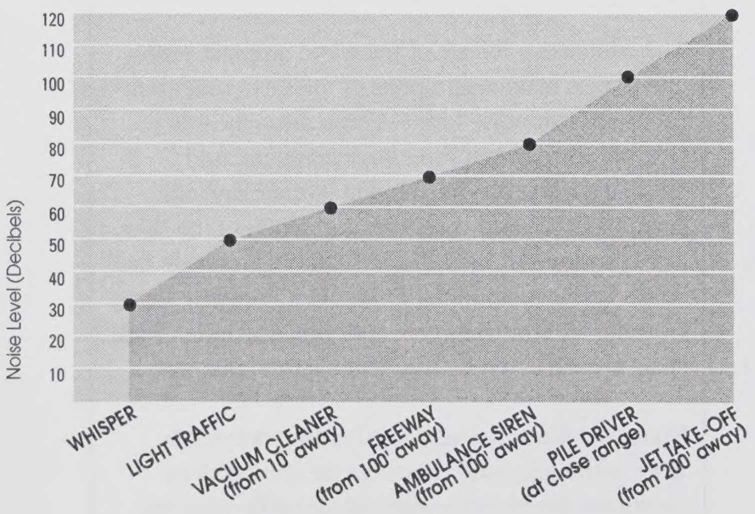
- Reducing noise at the source usually involves muffling the sound, replacing noisy equipment, or regulating the hours during which the source is in operation. For example, federal regulations require mufflers on cars, hush kits on new jet airplanes, and curfews at some airports.
- Modifying the path between source and receiver is accomplished with barriers such as sound walls, berms, or vegetation.
- Adjusting the noise receiver is typically done through building orientation, design, and construction. Double-paned windows, carpeting, acoustical ceiling tiles, and insulation are all examples of ways to reduce noise interior levels at the receiving end.

Stationary Noise

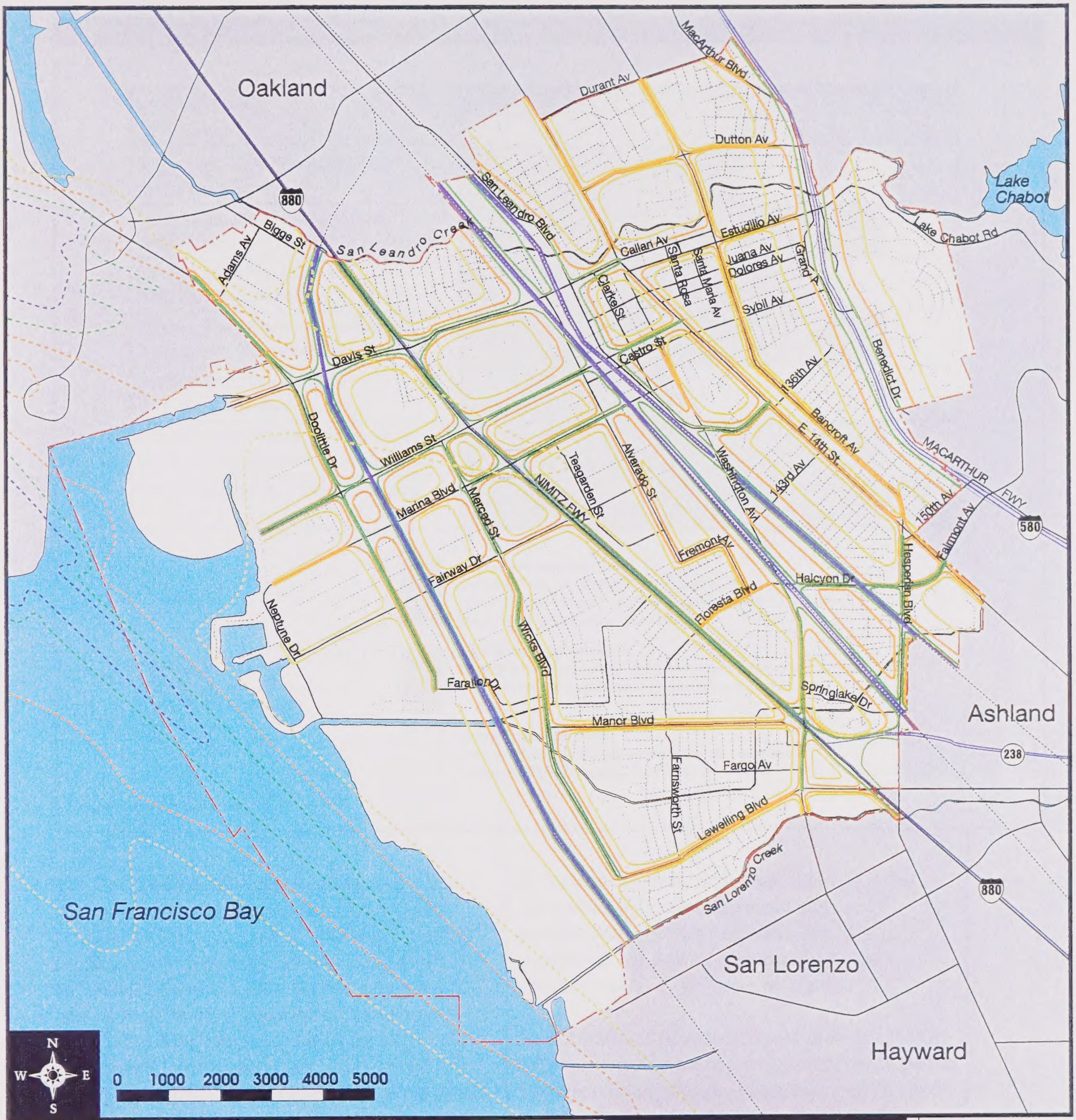
Stationary noise sources include industrial and commercial operations, construction and demolition, and domestic activities. Cities can exercise more control over these sources than mobile sources such as trains and aircraft. This control is typically exercised through zoning and through the enforcement of local ordinances regulating noise and business activities.

Many uses in San Leandro's industrial areas generate noise through their regular operations. Generators, fans, chillers, boilers, compressors, pumps, and air conditioning systems may run 24 hours a day in some locations. Other sources, such as horns, buzzers, and merchandise off-loading, may be more intermittent. Industrial noise sources are of greatest concern when they are close to sensitive receptors such as housing. This is the case in some West San Leandro neighborhoods and on the perimeter of the South-of-Marina and Washington Avenue industrial areas. Monitors indicate that noise levels exceed 60 dB Ldn in many of the city's industrial areas and may exceed 70 dB Ldn where other significant noise sources (such as railroad tracks or freeways) are also present.

CHART 6-3 **Typical Sound Levels in the Built Environment**



Source: Illingworth and Rodkin, 2000


Oakland
MacArthur Blvd
Durant Av
Dutton Av
880
Lake Chabot
Lake Chabot Rd
San Leandro Blvd
Bigge St
Adams Av
San Leandro Creek
Estudillo Av
Callan Av
Santa Rosa
Santa Maria Av
Juana Av
Dolores Av
Grand Av
Clarke St
Sybil Av
Castro St
Davis St
136th Av
Benedict Dr
Bancroft Av
E. 14th St
Doolittle Dr
Williams St
MACARTHUR FWY
Washington Av
143rd Av
Teagarden St
Alvarado St
Marina Blvd
Merced St
NIMITZ FWY
150th Av
580
Fairmont Av
Fremont Av
Fairway Dr
Halcyon Dr
Floresta Blvd
Hesperian Blvd
Neptune Dr
Wicks Blvd
Faralion Dr
Springlake Dr
Ashland
Manor Blvd
238
Fargo Av
Farnsworth St
Lewelling Blvd
San Lorenzo Creek
880
San Francisco Bay
San Lorenzo
Hayward
N
W
E
S
0
1000
2000
3000
4000
5000

LEGEND

Transportation Noise Sources

- 75 dB Ldn
- 70 dB Ldn
- 65 dB Ldn
- 60 dB Ldn

Aviation Noise Sources (Year 2010 Projections)

- 75 dB CNEL
- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL

Source: Illingworth and Rodkin, 2000. Airport contours are for 2010 and are based on the FAA's Revised Draft Environmental Impact Statement for the Proposed Airport Development Program, September 2000.

2015 NOISE CONTOURS

FIGURE 6-3

San Leandro General Plan Update, 2002

TABLE 6-1 Noise Compatibility Standards for San Leandro Land Uses

Land Use Type	Exterior Noise Exposure (Ldn or CNEL, dB)						
	>55	55-60	60-65	65-70	70-75	75-80	>80
Single- and Multi-Family Residential, and Mobile Homes	■	■	▨	▨	□	□	□
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds	■	■	■	▨	▨	▨	□
Schools, Libraries, Museums, Hospitals, Personal Care	■	■	▨	▨	▨	□	□
Offices, Retail/Service Commercial, Restaurants, Hotels/Motels	■	■	■	▨	▨	▨	□
Auditoriums, Concert Halls, and Amphitheaters	▨	▨	▨	□	□	□	□
Industrial and Manufacturing within 500 feet of a residentially zoned area	■	■	■	▨	▨	▨	□
Other Industrial and Manufacturing	■	■	■	■	▨	▨	▨

■ **Normally Acceptable**
Specified land use is satisfactory, based on the assumption that any buildings involved are of conventional construction, without any special noise insulating requirements.

▨ **Conditionally Acceptable**
Specified land use may be permitted only after detailed analysis of noise reduction and insulation requirements
.

□ **Normally Unacceptable**
New development should generally not be undertaken because mitigation is usually not feasible.

Source: City of San Leandro, 2001

The City presently uses development review and zoning—specifically, the conditional use permit process—to limit the hours of operation for noise-producing activities and to identify noise muffling and buffering requirements. Shielding equipment may be required for industrial operations and measurable noise limits may be set for air conditioners, compressors, and other exterior noise sources. Similarly, the City requires noise mitigation by residential developers when homes are placed near freeways, industrial uses, and other noise sources. This may include sound walls, double-paned windows, and other measures that protect future residents while helping nearby industrial uses remain viable.

In commercial areas, noise from restaurants, bars, car washes, and other businesses may create conflicts with adjacent residential uses. Again, conditional use permits and zoning provide an effective way to avoid future problems.

Recent Zoning Code amendments allow greater City review and regulation of noise sources on properties abutting residential areas. Additional noise standards may be considered in the future. It is important that noise-reduction requirements are enforced once they are established, and that appropriate penalties for non-compliance are developed and consistently applied.

Construction and demolition noise may occur anywhere in the city. Although it is temporary and intermittent, such noise can be particularly intrusive because of its very high output and repetitive nature. At a distance of 50 feet, a pile driver and

jackhammer may generate noise levels exceeding 100 dBA and 88 dBA respectively (see Chart 6-3). Construction scheduling requirements are typically established to ensure that such noise is limited in duration and occurs only during weekday daytime hours.

Most domestic noise sources are associated with home appliances, yard maintenance and home construction equipment, air conditioners, power tools, and other household activities. Loud music, yelling, and barking dogs are also the source of frequent complaints. The City treats such complaints as a police matter and relies on the Municipal Code to address them.

Title 4, Chapter 1, Article 5 of the San Leandro Municipal Code restricts the hours of operation of sound amplifying equipment and states that noise is considered a nuisance if it disturbs a person with "normal sensibilities." One of the recommendations of this General Plan is to develop a more pro-active noise ordinance that establishes residential "quiet hours" and measurable standards for defining when a nuisance exists. A stronger noise ordinance will enable the City to more effectively address many of the noise problems experienced by San Leandro residents.

Transportation Noise

The heavy volume of traffic in and around San Leandro results in high noise levels in many parts of the City. The Nimitz Freeway (I-880) was built before effective noise standards were in place and has residential uses along 60 percent of its San Leandro frontage. Portions of the roadway are elevated and the freeway is a major interstate truck route.

The MacArthur Freeway (I-580) has historically been less of a problem, in part due to its design but also because of the low volume of truck traffic and relatively low night-time volumes. Even so, the abutting uses are almost entirely residential and are very sensitive to noise impacts due to the varying topography. As mentioned earlier, Caltrans is considering the construction of sound walls along several segments of I-580.

The three Union Pacific Railroad corridors that cross San Leandro also affect adjacent uses. Passing trains are among the loudest noise sources in the City, exceeding 95 dBA at 100 feet. Train horns may be even louder, approaching 110 dBA. Brakes, coupling impacts, and crossing guard warnings are also common sources of noise along the railroads. In some parts of central San Leandro, the impacts are amplified because two of the rail lines run parallel and relatively close to each other, with elevated BART tracks along the easterly corridor. The cumulative effect of these sources makes it imperative that noise mitigation measures be incorporated for any development in that corridor.

Up until now, the most common approach to reducing transportation noise in San Leandro has been to construct sound walls. Although such walls are usually welcomed by immediately adjoining property owners, they are almost always controversial. The aesthetic impacts of a sound wall can be significant and there are often concerns about the displacement of sound to other locations.

The GPAC's Safety and Noise Subcommittee felt that sound walls must not be regarded as a "cure-all" for mitigating transportation noise. The Subcommittee felt it was equally important to consider other approaches, such as pavement changes to streets and highways, the use of quieter BART trains and AC Transit buses, and restrictions on train horns and the scheduling of train switching operations. It is also important to ensure that aesthetic and maintenance considerations are fully considered when walls are built. Dense plantings of shrubs and trees, for example, can soften the visual effects of a wall while also absorbing additional sound waves.

Additional noise problems can be avoided by ensuring that new development along freeways, arterials, and railroads is designed to minimize exposure to transportation noise. For example, the design of housing adjacent to the BART line should place the more noise-sensitive rooms such as bedrooms away from the tracks, while less sensitive rooms such as garages, closets, and utility areas may be closer to the tracks. The use of solid walls and reduced window openings facing the noise source also can cut down noise levels. Courtyards may be incorporated to create quieter spaces in buildings with otherwise noisy exterior settings. Balconies should be avoided where they would overhang noisy streets or face train tracks.

The Uniform Building Code and California Code of Regulations contain additional requirements to limit the extent of noise transmitted into habitable spaces. These requirements apply to all new construction and not just construction along transportation routes. They specify the extent to which walls, doors, floors, and ceilings must block or absorb sound between dwelling units. An interior standard of 45 dBA CNEL is required for any habitable room. The City may require an acoustical analysis to demonstrate how dwelling units have been designed to meet this standard on sites where the ambient exterior noise level exceeds 60 dBA CNEL.

Airport Noise

Airport noise has been a persistent issue in San Leandro for over 50 years and has become a greater concern as traffic in and out of Oakland International Airport has increased. Residential areas in the City are located just over a mile from the end of the airport runways. There are plans to substantially increase passenger and cargo service at the airport, creating the potential for even more significant impacts to San Leandro homes and businesses.

Oakland International Airport is subdivided into North and South airfields. The North Field contains three runways (9L/27R, 9R/27L, and 15/33), as well as general aviation, maintenance, and some cargo facilities. The South Field includes the commercial passenger runways (11/29) and most cargo facilities. The flight path impacting San Leandro most directly is associated with landing aircraft on Runway 27R at the North Field. Most descending aircraft pass over Marina Square, the Timothy Drive/Davis West area, and the Adams Street industrial area before touching down. Helicopters also use this corridor.

The City is also impacted by commercial flights using Runway 11/29. Although planes taking off and landing on this runway do not pass directly over San Leandro, the area between the runway and the San Leandro shoreline is open water, providing few opportunities for sound to be absorbed. Consequently, the San Leandro Marina and adjacent waterfront neighborhoods may experience high noise levels. Residential areas also may be impacted by high levels of airport noise when flight patterns are shifted due to inclement weather.

Although all of San Leandro's residential areas fall outside of the "Noise Impact Boundary" defined by the Federal Aviation Administration (FAA) and the Port of Oakland, many San Leandro residents must still contend with noise conflicts. Problems associated with late night arrivals and departures, low-flying aircraft, and engine run-ups have been an on-going issue, particularly in West San Leandro. The frequency of overflights is also an issue. While the 24-hour ambient noise levels may be within a range deemed acceptable by the FAA, some areas experience dozens of short-duration incidents each day where noise levels exceed 70 or 75 dBA.

Proposed Airport Expansion

The Port of Oakland has prepared an Airport Development Program (ADP) guiding the planned expansion of Oakland International Airport through 2010. The Program provides for the expansion of Terminals 1 and 2, construction of a new cross-airport roadway, aircraft support facilities, additional cargo facilities, and widening of taxiways. Although no runway reconfigurations or extensions are proposed, the number of aircraft operations is projected to increase substantially. In 2000, the Federal Aviation Administration projected that 17.2 million annual passengers would use Oakland International Airport by 2010, an increase of 74 percent from the 1999 volume of 9.9 million passengers. Cargo operations at Oakland Airport are presumed to increase from 754,000 tons in 1999 to 2.1 million tons in 2010. The Port is also conducting preliminary studies to identify potential runway changes beyond 2010.

The revised Draft Environmental Impact Statement for the Airport Development Plan prepared by the FAA in September 2000 included projections of future noise levels. These projections take the increased volume of air traffic into consideration, along with changes in the types of aircraft being used. The FAA anticipates that the 65 dB CNEL contour will encompass fewer properties in San Leandro by 2010, while the 60 dB CNEL contour will shift south, impacting a larger swath of the West San Leandro industrial area. The projections indicate that the number of San Leandro residences located within the 65 dB CNEL contour will continue to be zero, while 194 residences will fall between the 60 and 65 dB CNEL contours. The increasing frequency of single event flyovers remains a concern among West San Leandro residents.

Airport Noise Abatement Efforts

The Port of Oakland has been implementing a Noise Compatibility Program (NCP) for Oakland Airport since the 1970s. The current NCP includes a variety of components for both the North and South Fields to reduce off-site impacts. For instance, certain types of aircraft are prohibited from departing or arriving on the North Field, and aircraft must follow particular flight tracks when landing and taking off. Educational training and program information is used to advise pilots of the preferred procedures. A permanent noise monitoring system, including seven San Leandro stations, has been installed.

Additional noise mitigation programs are specified in a Settlement Agreement reached between the City of San Leandro and the Port of Oakland in November 2000. The Agreement prohibits the Airport from allowing large or heavy commercial passenger aircraft on the North Field, except during emergencies and periods when the main runway is closed for maintenance or repair. It also commits the Port to provide funds to the City for the insulation of up to 200 homes in San Leandro, including double paned windows and weather stripping. The Agreement includes provisions to insulate additional homes in the event the North Field Runway policy is changed. It requires a noise study, possible insulation of the Mulford Branch Library, and addresses several other topics related to airport operations.

FAA guidelines acknowledge that some communities may be more sensitive to noise impacts than others and that significant noise impacts may extend beyond the 65 dB threshold. Moreover, land uses such as schools and hospitals, can be negatively impacted even by low levels of noise.

With this in mind, the City of San Leandro should continue to maintain a dialogue with the Port of Oakland on further noise abatement procedures, particularly in residential areas impacted by overflights and in areas between the 60 and 65 dB CNEL contours. The City must continue to be an active participant in discussions about the airport's future. It must also ensure that future development decisions consider the potential for exposure to airport noise, particularly in the West San Leandro and Marina areas. For its part, the aviation industry is exploring changes to aircraft design and navigational technology that also may improve the ambient noise environment around the airport.

F. GOALS, POLICIES, AND ACTIONS

Goal: 29 Mitigation of Natural Hazards

Reduce the potential for injury, property damage, and loss of life resulting from earthquakes, landslides, floods, and other natural disasters.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

29.01 RISK MANAGEMENT

Minimize risks from geologic, seismic, and flood hazards by ensuring the appropriate location, site planning, and design of new development. The City's development review process, and its engineering and building standards, should ensure that new construction is designed to minimize the potential for damage.

- Building Code
- Development Review
- Geotechnical Review
- Grading Ordinance
- Engineering Development Standards

Action 29.01-A: Soils and Geologic Reports
Require soils and/or geologic reports for development in areas where potentially serious geologic risks exist. These reports should address the degree of hazard, design parameters for the project based on the hazard, and appropriate mitigation measures.

29.02 EARTHQUAKE RETROFITS

Strongly encourage the retrofitting of existing structures to withstand earthquake ground shaking, and require retrofitting when such structures are substantially rehabilitated or remodeled.

- Building Code
- Development Review
- Hazard Mitigation Plan
- Seismic Retrofit Programs

Action 29.02-A: Residential Retrofit Programs
Undertake programs to assist homeowners with earthquake retrofitting. As funding allows, such programs could include home inspections, do-it-yourself classes, real estate transfer tax rebates, tool lending libraries, low-interest loans for foundation bolting and shear walling, and other measures that reduce the risk of damage and injury in an earthquake.

Action 29.02-B: Concrete Tilt-Ups
Develop an implementation strategy to reduce the hazards posed by concrete tilt-up structures with inadequate roof to wall connections, particularly those constructed prior to 1976.

Action 29.02-C: Soft-Story Buildings
Develop an implementation strategy to reduce the hazards posed by soft-story buildings (multi-story structures with little or no first floor bracing).

29.03 OFF-SITE IMPACTS OF HILLSIDE DEVELOPMENT

Ensure that development within landslide-prone or geologically hazardous areas, where feasible, does not contribute to higher hazard levels on adjacent or nearby properties. Require drainage and erosion control provisions in such areas to avoid slope failure and to mitigate potential hazards to other properties.

- Development Review
- Geotechnical Studies
- Grading/Erosion Control Ordinances

29.04 CODE REVISIONS

Revise and update construction codes and regulations to incorporate the latest available information and technology related to earthquake and flood hazards.

- Building Code

29.05 PUBLIC AWARENESS

Promote greater public awareness of earthquake hazards, along with incentives and assistance to help property owners make their homes and businesses more earthquake-safe.

- Program Development
- Public Education and Outreach

Action 29.05-A: Educational Materials

Expand the educational materials produced through the City's emergency preparedness programs to include maps that inform the public about groundshaking and liquefaction hazards, and that outline steps to reduce the potential for damage.

29.06 CONSTRUCTION IN THE FLOOD PLAIN

Implement federal requirements relating to new construction in flood plain areas to ensure that future flood risks to life and property are minimized.

- Flood Plain Management Ordinance
- Intergovernmental Coordination

Action 29.06-A: FIRM Amendments

Continue to work with FEMA to amend and update Federal Insurance Rate Maps (FIRMs) so that they correctly depict flood hazards in the City. Continue the City's elevation verification program to assist homeowners in determining their flood zone designation and to further refine the flood plain boundaries.

29.07 REDUCING FLOOD HAZARDS

Work collaboratively with County, State, and federal agencies to develop short- and long-term programs that reduce flood hazards in the City. At the local level, the City will regularly maintain its storm drainage system and ensure that those portions of San Leandro Creek under its jurisdiction remain clear of obstructions.

- Intergovernmental Coordination
- Public Works Maintenance

Action 29.07-A: Coordination with ACFCWCD

Improve coordination with the Alameda County Flood Control and Water Conservation District to ensure that flood channels are regularly cleaned and maintained.

Action 29.07-B: Increase Flood Channel Capacity

Work with Alameda County, State and federal agencies, and elected officials to finance and reconstruct flood control channel Line A Zone 2 (the Estudillo Canal) to reduce flood hazards in the Floresta/Springlake and Washington Manor neighborhoods. As appropriate and necessary, pursue measures to increase the capacity of other flood control facilities to reduce the number of adjacent San Leandro properties subject to flooding.

Goal: Wildfire Hazards

30

Minimize urban wildfire hazards, both within the City and throughout the East Bay Hills.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

30.01 **FIRE PREVENTION**

Adopt and enforce building and fire prevention codes that require property owners to reduce wildfire hazards on their properties.

- Fire Code
- Vegetation Management

Action 30.01-A: Creekside Vegetation

Manage vegetation along San Leandro Creek to reduce wildfire hazards.

30.02 **FIRE PREVENTION**

Ensure that the planning and design of development in high fire hazard areas minimizes the risks of wildfire and includes adequate provisions for vegetation management, emergency access, and fire fighting.

- Development Review
- Fire-Safe Roofing Ordinance
- Engineering Development Standards

30.03 **MUTUAL AID**

Work collaboratively with other jurisdictions and agencies to reduce wildfire hazards in San Leandro, with an emphasis on effective vegetation management and mutual aid agreements.

- Intergovernmental Coordination

Action 30.03-A: Task Force Participation

Continue to participate in multi-jurisdictional task forces and programs that address wildfire hazards in the East Bay Hills.

Goal: 31 Air Quality

Promote and participate in efforts to improve the region's air quality.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
31.01	**CLEAN AIR PLAN IMPLEMENTATION** Cooperate with the appropriate regional, state, and federal agencies to implement the regional Clean Air Plan and enforce air quality standards.	• City Operating Procedures • Intergovernmental Coordination
31.02	**TRANSPORTATION CONTROL MEASURES** Promote strategies that help improve air quality by reducing the necessity of driving. These strategies include more reliable public transportation, programs for carpooling and vanpooling, better provisions for bicyclists and pedestrians, and encouraging mixed use and higher density development around transit stations.	• Transportation Control Measures
31.03	**LAND USE COMPATIBILITY** Discourage new uses with potential adverse air quality impacts near residential neighborhoods, schools, hospitals, nursing homes, and other locations where public health could potentially be affected.	• Development Review • Zoning
31.04	**DESIGN, CONSTRUCTION, AND OPERATION** Require new development to be designed and constructed in a way that reduces the potential for future air quality problems, such as odors and the emission of any and all air pollutants. This should be done by: • Requiring construction and grading practices that minimize airborne dust and particulate matter. • Ensuring that best available control technology is used for operations that could generate air pollutants. • Encouraging energy conservation and low-polluting energy sources. • Promoting landscaping and tree planting to absorb carbon monoxide and other pollutants. ***Action 31.04-A: Development Review*** *Involve the Alameda County Fire Department and the City of San Leandro Environmental Services Division in the review of proposed development involving the handling or storage of potential air pollutants.* ***Action 31.04-B: Clean Air Ordinance*** *Consider adoption of a Citywide clean air ordinance to address miscellaneous pollution sources (new wood-burning fireplaces, emissions from dry cleaners, gasoline-powered equipment, etc.).*	• Conditional Use Permits • Development Review • Municipal Code and Ordinances

31.05 ODORS

Ensure prompt response to complaints about odor problems and other potential air quality nuisances and hazards reported by residents and businesses.

- City Operating Procedures
- Intergovernmental Coordination

Action 31.05-A: Odor Reporting and Inspection Program

Use City of San Leandro publications, websites, and other media to expand resident awareness of the BAAQMD's odor reporting and inspection program and to publish records of odor complaints in the City.

31.06 "SPARE THE AIR" EDUCATION

Promote public education on air quality hazards and the steps that residents can take to help maintain clean air. Continue to participate in the BAAQMD "Spare the Air" program and other programs that increase public awareness of air quality issues.

- Intergovernmental Coordination
- Public Education and Outreach

31.07 AIRCRAFT EMISSIONS

Advocate for greater local and regional control over air pollution caused by aircraft, including ground operations and flyovers from Oakland International Airport.

- Intergovernmental Coordination

Action 31.07-A: Aviation-Related Air Pollution

Advocate for the following measures related to aviation-related air pollution:

- *An ongoing program to monitor air pollution levels at and around Oakland International Airport.*
- *Cessation of flight school air operations on "Spare the Air" days.*
- *Delivery of incident reports to the City of San Leandro following any event in which fuel is dumped by aircraft over San Leandro's residential neighborhoods.*

31.08 REGULATORY CHANGES

Stay apprised of changes in state and federal air quality regulations and implement programs as required to ensure local compliance.

- City Operating Procedures
- Intergovernmental Coordination

31.09 ALTERNATIVE FUEL VEHICLES

Promote the development of infrastructure which supports the use of alternative fuel (i.e., electric) vehicles.

- Annual Budget
- Development Review

Action 31.09-A: Replacement of City Vehicle Fleet

Pursue the gradual replacement of the City's vehicle fleet with vehicles using cleaner-burning fuels, such as natural gas and electricity.

31.10 **DOWNWIND IMPACTS**

Consider the direction of prevailing winds in the siting of facilities likely to generate smoke, dust, and odors. Ensure that such facilities are sited to minimize the impacts on downwind residential areas and other sensitive uses.

- Development Review

Goal: 32 Water Quality

Maintain and improve water quality in San Leandro's creeks, wetlands, and offshore waters.

POLICIES AND ACTIONS — IMPLEMENTATION STRATEGIES

32.01 **URBAN RUNOFF CONTROL**

Continue to implement water pollution control measures aimed at reducing pollution from urban runoff. These measures should emphasize best management practices by residents, businesses, contractors, and public agencies to ensure that surface water quality is maintained at levels that meet state and federal standards.

- City Operating Procedures
- Clean Water Program
- Development Review
- Stormwater Ordinance

Action 32.01-A: Stormwater Pollution Prevention Plans

As required by state and federal law, require Stormwater Pollution Prevention Plans for qualifying projects and ensure that such projects include appropriate measures to minimize the potential for water pollution.

32.02 **CLEAN WATER EDUCATION**

Promote the public information and participation provisions of the Alameda Countywide Clean Water Program.

- Intergovernmental Coordination
- Public Education and Outreach

Action 32.02-A: Clean Water Program Educational Components

Continue to implement programs in coordination with the Alameda County Clean Water Program to better educate the public on urban runoff hazards. Examples of these programs include storm drain stenciling, preparation of brochures and posters, website information, and television and newspaper advertising. Use these programs to increase awareness of clean water laws and the penalties associated with illicit discharges.

32.03 INTERAGENCY COORDINATION

Coordinate water quality planning, regulation, and monitoring with other public agencies that are involved in water resource management. Establish partnerships and task forces with these agencies and with nearby cities as needed to develop programs addressing issues that cross jurisdictional lines.

- Clean Water Program
- Intergovernmental Coordination

Action 32.03-A: NPDES Permit Revisions

Remain an active participant in discussions of possible revisions to state and federal clean water legislation, including revisions to the Alameda County NPDES stormwater permit.

32.04 WATER QUALITY MONITORING

As required by federal, state, and regional programs, conduct monitoring of water quality in San Leandro waterways to evaluate the progress of local clean water programs and identify the necessary steps for improvement.

- Clean Water Program
- Environmental Services Programs

Action 32.04-A: Water Quality Monitoring Programs

Continue water quality monitoring programs in San Leandro waterways.

32.05 PUBLIC WORKS MAINTENANCE

Implement City Public Works maintenance activities, including scheduled street sweeping and cleaning of storm drains and culverts, to minimize pollution from surface runoff.

- City Operating Procedures
- Public Works Maintenance

Action 32.05-A: Community Clean-Ups

Coordinate with community groups to develop clean-up programs for the shoreline, creeks, and flood control channels to remove debris and litter and minimize the potential for surface water pollution.

Action 32.05-B: Street Sweeping Improvements

Improve the effectiveness of the City's street sweeping program through measures such as:

- *more aggressive ticketing or towing of illegally parked cars (by the San Leandro Police Department).*
- *more frequent scheduling of street sweeping.*
- *better coordination with trash collection so that sweeping is not hampered by curbside trash containers and recycling bins.*
- *installation of "no parking on street sweeping days" signs.*
- *increased public education about the program and the water quality benefits it provides.*

32.06 **ILLICIT DISCHARGES**

Control illicit discharges into the City's stormwater system through inspections, compliance evaluations, enforcement programs, and tracking activities.

- Clean Water Program
- Stormwater Ordinance

32.07 **PRE-TREATMENT REQUIREMENTS**

Maintain and enforce pre-treatment requirements for industries as needed to minimize the discharge of potentially toxic materials into the City's sanitary sewer system.

- Clean Water Program
- Stormwater Ordinance

32.08 **HAZARDOUS SPILL RESPONSE**

Maintain and update hazardous spill response and clean up programs that minimize the potential impacts of toxic spills on water quality.

- Emergency Preparedness Plan
- Intergovernmental Coordination

32.09 **NEARSHORE WATERS**

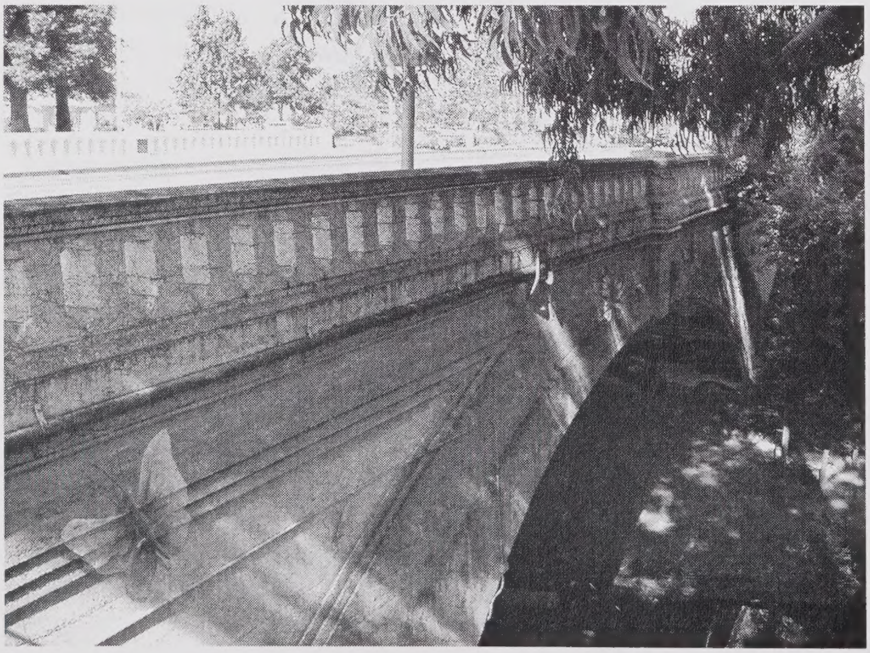
Ensure the continued improvement of nearshore waters through the regulation of water pollution sources within and around the San Leandro Marina, including boats and live-aboards.

- Clean Water Program
- Municipal Code and Ordinances

32.10 **GROUNDWATER PROTECTION**

Protect San Leandro's groundwater from the potentially adverse effects of urban uses. Future land uses should be managed to reduce public exposure to groundwater hazards and minimize the risk of future hazards.

- Development Review



Action 32.10-A: Groundwater Monitoring
Encourage continued monitoring of local groundwater by State regulatory agencies and take steps to prevent further contamination.

Action 32.10-B: EBMUD Injection Wells
Keep apprised of, and actively comment on, EBMUD plans and proposals for injection wells and aquifer storage in the San Leandro vicinity and ensure that such proposals will not compromise the safety of local groundwater or have other adverse environmental impacts.

32.11 IMPERVIOUS SURFACES
Encourage the use of porous pavement and other practices to reduce impervious surfaces and the amount of stormwater runoff from parking lots and driveways.

- Development Review
- Engineering Development Standards

(See also Action 27.02-B regarding the use of recycled water from the water pollution control plant.)

Goal: Hazardous Materials

33

Protect local residents and workers from the risks associated with hazardous materials.

POLICIES AND ACTIONS **IMPLEMENTATION STRATEGIES**

33.01 REGULATORY COMPLIANCE
Work with the appropriate county, regional, state, and federal agencies to develop and implement programs for hazardous waste reduction, hazardous material facility siting, hazardous waste handling and disposal, public education, and regulatory compliance.

- County Hazardous Waste Plan
- Environmental Services Programs
- Hazardous Materials Remediation Programs
- Intergovernmental Coordination

Action 33.01-A: CUPA Programs
Continue to implement State programs as required by the City's Certified Unified Program Agency (CUPA) designation.

Action 33.01-B: Implementation of County Hazardous Waste Management Plan
Support Alameda County in the implementation and enforcement of the County Hazardous Waste Management Plan. Periodically review the Plan to ensure that it meets acceptable safety standards.

Action 33.01-C: Review of Groundwater Reports
Regularly review monitoring reports and other data published by state, federal, and regional agencies to track the condition of groundwater plumes and environmental cases in the City.

33.02 CLEAN-UP OF CONTAMINATED SITES

Ensure that the necessary steps are taken to clean up residual hazardous wastes on any contaminated sites proposed for redevelopment or reuse. Require soil evaluations as needed to ensure that risks are assessed and appropriate remediation is provided.

- County Hazardous Waste Plan
- Development Review
- Environmental Services Programs
- Hazardous Materials Remediation Programs

33.03 DESIGN OF STORAGE AND HANDLING AREAS

Require that all hazardous material storage and handling areas are designed to minimize the possibility of environmental contamination and adverse off-site impacts. Enforce and implement relevant state and federal codes regarding spill containment facilities around storage tanks.

- Development Review
- Fire Code
- Hazardous Materials Business Plans

Action 33.03-A: Implement Fire Code
Administer appropriate sections of the Uniform Fire Code to ensure that buildings comply with hazardous materials policies.

33.04 SEPARATION FROM SENSITIVE USES

Provide adequate and safe separation between areas where hazardous materials are present and sensitive uses such as schools, residences, and public facilities.

- Conditional Use Permits
- Development Review
- Zoning Ordinance

Action 33.04-A: Zoning Review
Consider zoning standards that ensure that new housing is not developed in areas where relatively large quantities of hazardous materials are handled or stored, and that limit the use of hazardous materials by new businesses located in or near residential areas.

33.05 INCIDENT RESPONSE

Maintain the capacity to respond immediately and effectively to hazardous materials incidents. Provide ongoing training for hazardous materials enforcement and response personnel.

- City Operating Procedures
- Emergency Preparedness Plan

33.06 HOUSEHOLD HAZARDOUS WASTES

Promote public education about the safe disposal of household hazardous waste, such as motor oil and batteries, including the locations of designated household hazardous waste disposal sites.

- Public Education and Outreach

Action 33.06-A: Publicity of Household Hazardous Waste Information

Work with Alameda County and ACI to publicize household hazardous waste collection events and provide each household with information on the location and operating hours of the nearest household hazardous waste collection facilities.

33.07 HAZARDOUS BUILDING MATERIALS

Ensure the safe and proper handling of hazardous building materials, such as friable asbestos and lead based paint. If such materials are disturbed during building renovation or demolition, they should be handled and disposed of in a manner that protects human health and the environment.

- Development Review
- Environmental Services Programs
- Intergovernmental Coordination

33.08 PUBLIC AWARENESS

Increase public awareness of hazardous material use and storage in the City, the relative degree of potential health hazards, and the appropriate channels for reporting odor problems and other nuisances.

- Public Education and Outreach

Action 33.08-A: Disclosure to Property Owners

Pursuant to the California Health and Safety Code, enforce community disclosure laws (e.g., Right-to-Know laws) that inform property owners of the presence of hazardous materials nearby.

33.09 COMMUNITY PREPAREDNESS

Ensure that the City's Emergency Preparedness programs include provisions for hazardous materials incidents, as well as measures to quickly alert the community and ensure the safety of residents and employees following an incident.

- City Operating Procedures
- Emergency Preparedness Plan

Action 33.09-A: Automated Dialing System

Develop and implement an automated telephone dialing system to notify residents in the event of a disaster such as a chemical spill or other hazardous materials incident.

Goal: 34 Emergency Preparedness

Attain—and sustain—comprehensive and highly effective emergency preparedness and recovery programs.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

34.01 PREPAREDNESS AS A TOP PRIORITY

Establish emergency preparedness as a top City priority. Staffing and funding levels for local preparedness programs should be sufficient to keep all residents and business well informed and prepared in the event of a major earthquake or similar disaster.

- Annual Budget
- Capital Improvement Program
- Grants

Action 34.01-A: Development of Emergency Operations Center

Develop a dedicated Emergency Operations Center, possibly as a component of another new community facility such as a Senior Center.

Action 34.01-B: Siting of Arks

Complete the siting of emergency supply cargo containers or "arks" at locations around the City by the end of 2002. Ensure that each ark is properly maintained and that the contents are periodically inspected and updated.

Action 34.01-C: Essential Service Facility Upgrades

Complete the seismic upgrades of the City's essential service facilities, including fire stations.

34.02 SEMS PLANNING

Use the Standard Emergency Management System (SEMS) as the basis for the City's Emergency Preparedness programs. The City should maintain and periodically update a SEMS-based emergency preparedness plan that provides direction and identifies responsibilities following a disaster.

- City Operating Procedures

Action 34.02-A: Management Operations Plan Update

Expand the City's Emergency Preparedness Plan (the Management Operations Plan) to address hazard assessment, mitigation, evacuation routes, and post-disaster recovery.

34.03 PUBLIC EDUCATION AND AWARENESS

Promote public education and awareness on all aspects of emergency preparedness, including the type and extent of hazards in the community, measures to reduce the likelihood of damage and injury, provisions for emergency supplies, steps to take immediately after a disaster, and the locations of shelters and medical facilities.

- Annual Budget
- Project Impact
- Public Education and Outreach

Action 34.03-A: Educational Materials

Prepare printed guides, handbooks, and other mass media that can be distributed to students, neighborhood groups and homeowners to improve emergency preparedness.

Action 34.03-B: Staffing Levels

Restore local Emergency Preparedness staffing to the level that existed before the transfer of community outreach services to the Alameda County Fire Department. Either the City or County should maintain a staff position that is dedicated solely to preparedness training and education within the City of San Leandro, and liaison to public and private schools in San Leandro. The establishment of an additional position dedicated to preparedness training for the City's business community also should be considered.

34.04 DRILLS

Conduct periodic emergency response exercises to test the effectiveness of local preparedness procedures. Maintain SEMS training programs to ensure that City personnel are sufficiently prepared to respond to an emergency and staff an Emergency Operations Center.

- Annual Budget
- City Operating Procedures
- Emergency Preparedness Plan

Action 34.04-A: Radio 1610

Maintain and upgrade Radio 1610 AM. Implement a program with the school districts to increase resident and student awareness of this broadcasting band, so that it may provide information as effectively as possible in the event of an emergency.

Action 34.04-B: Siren Testing

Conduct periodic testing of the City's emergency warning sirens, and educate the public and school children about the procedures to follow in the event the sirens are sounded.

34.05 TRAINING PROGRAMS

Maintain community-based emergency preparedness training programs targeted to neighborhoods and businesses groups. Ensure that such programs respond directly to local needs and are well publicized throughout the community.

- Public Education and Outreach

34.06 EMERGENCY SHELTERS

Identify essential emergency facilities in the City, including shelters, and take the necessary actions to ensure that they will remain operational following a disaster.

- Capital Improvement Program
- Public Education and Outreach

Action 34.06-A: Information on Shelters

Develop a list of emergency shelters and medical facilities in the City. Publicize this information in local newspapers, neighborhood newsletters, cable TV, and printed materials.

Action 34.06-B: Disaster Response Equipment

Procure facilities and equipment to improve the City's response capabilities following a major disaster, including mobile emergency communication and medical trailers, electric power generators, and ham radio equipment.

34.07 SCHOOLS AND HOSPITALS

Coordinate local emergency preparedness efforts with the San Leandro and San Lorenzo Unified School Districts, and with local hospitals. Work with both School Districts to facilitate the seismic retrofitting of school buildings and to implement disaster preparedness curricula targeted to students.

- Intergovernmental Coordination
- Public Education and Outreach

34.08 BUSINESSES AND SOCIAL SERVICE AGENCIES

Coordinate emergency planning efforts with other jurisdictions, the business community, and social service agencies, including agencies serving special needs groups such as seniors and persons with disabilities.

- Intergovernmental Coordination
- Public/Private Partnerships

34.09 **MULTI-LINGUAL INFORMATION**

Ensure that emergency preparedness information, including printed material, radio broadcasts, video, and other media, is available in Spanish, Chinese, and other major languages spoken by San Leandro residents, as well as in English.

- Public Education and Outreach
- Public/Private Partnerships

34.10 **FUNDING SOURCES**

Pursue a variety of funding sources, such as grants, low-interest loans, and tax credits, to retrofit community facilities and assist residents and businesses with seismic upgrades.

Action 34.10-A: Transfer Tax Rebates

Consider a program wherein a portion of the local real property transfer tax would be rebated back to qualifying property owners undertaking seismic upgrades within one year after the purchase of the property.

- Annual Budget
- City Operating Procedures
- Grants

Goal: 35 Noise Compatibility

Ensure that noise associated with the day-to-day activities of San Leandro residents and businesses does not impede the peace and quiet of the community.

POLICIES AND ACTIONS IMPLEMENTATION STRATEGIES

35.01 **NOISE COMPATIBILITY TABLE**

Ensure that potential noise impacts are considered when new development is proposed. Projects that could significantly increase noise levels should incorporate mitigation measures to reduce such impacts. Apply the standards shown in Table 6-1 when evaluating applications for future development. Table 6-1 specifies the maximum noise levels that are normally acceptable, conditionally acceptable, and normally unacceptable for new development.

- CEQA
- Development Review

Action 35.01-A: Review of Future Development Proposals

On an on-going basis, review future development proposals for compliance with the General Plan Noise and Land Use Compatibility standards in Table 6-1. Require acoustical studies for projects that are likely to be exposed to noise levels that exceed the "normally acceptable" standard and for projects that are likely to generate noise in excess of these standards. Impose mitigation measures based on the findings. Noise studies should consider the effects of significant short-term noise sources (such as passing trains or planes) as well as the average noise levels that may be experienced over a 24-hour period.

35.02 **RESIDENTIAL INTERIOR NOISE STANDARD**

As required by the State of California, ensure that interior noise levels in new residential construction do not exceed 45 dB Ldn. For non-residential construction, the acceptable interior noise levels should be determined on a case by case basis, depending on the type of activity proposed.

- Building Code (Insulation Standards)
- Development Review

Action 35.02-A: Insulation Standards

Continue to enforce Title 24 insulation standards for all new residential construction, including the interior noise level standard of 45 dBA Ldn in all habitable rooms for dwelling units.

35.03 **RESIDENTIAL EXTERIOR NOISE STANDARD**

Strive to maintain an exterior noise level of no more than 60 dB Ldn in residential areas. Recognizing that some San Leandro neighborhoods already exceed this noise level, encourage a variety of noise abatement measures that benefit these areas.

- CEQA
- Conditional Use Permits
- Development Review
- Zoning Ordinance

35.04 **DEGRADATION OF AMBIENT NOISE LEVELS**

If a neighborhood is well within acceptable noise standards, do not automatically allow noise levels to degrade to the maximum tolerable levels shown in Table 6-1. A project's noise impacts should be evaluated based on the potential for adverse community response, as well as its conformance to the adopted standards. For CEQA purposes, an increase of 3 dB Ldn should generally be considered a significant adverse impact.

- CEQA
- Conditional Use Permits
- Development Review
- Zoning Ordinance

35.05 NOISE-SENSITIVE USES

Discourage noise-sensitive uses such as hospitals, schools, and rest homes from locating in areas with very high noise levels. Conversely, discourage new uses likely to produce high levels of noise from locating in areas where noise-sensitive uses would be impacted.

- Conditional Use Permits
- Development Review
- Economic Development Programs

Action 35.05-A: Conditions of Approval

When approving development or issuing conditional use permits, establish conditions of approval (including construction hours and operating hours) that minimize the potential for noise impacts on nearby properties.

35.06 MINIMIZING NOISE IN NEW HOUSING AREAS

In the event that new housing is constructed in areas that exceed normally acceptable noise levels, require project design and construction measures that minimize noise intrusion.

- CEQA
- Development Review

35.07 NOISE REDUCTION MEASURES

Encourage local businesses to reduce noise impacts on the community by replacing excessively noisy equipment and machinery, applying noise-reduction technology, and following operating procedures that limit the potential for conflicts.

- Conditional Use Permits
- Noise Ordinance

35.08 RESPONDING TO NOISE PROBLEMS

Continue to respond promptly and effectively to local noise complaints and noise problems, enforcing City codes and ordinances as necessary to ensure that a peaceful environment is maintained.

- City Operating Procedures
- Noise Ordinance

Action 35.08-A: Noise Ordinance Update

Amend the San Leandro Noise Ordinance with the objective of establishing residential "quiet hours" and identifying the types of noise sources to be restricted during these hours. The ordinance should establish fines and penalties for violations and should deal with specific problem activities such as the use of loud machinery and equipment in and around residential areas.

Goal: 36 Transportation Noise

Reduce the effects of surface transportation noise, including vehicular noise and noise associated with railroad and BART traffic.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

36.01 TRANSIT VEHICLE NOISE

Encourage BART and AC Transit to develop and apply noise-reduction technologies that reduce the noise impacts associated with BART trains and bus traffic.

- Intergovernmental Coordination

Action 36.01-A: Lobbying for Quieter Public Transit Systems

Maintain regular contact with local representatives on the AC Transit and BART Boards to lobby for quieter buses and trains, wheel changes, periodic grinding of BART tracks, and other measures that reduce noise generated by transit vehicles. Strongly urge AC Transit and BART to apply state-of-the art technology to achieve quieter operations.

36.02 STREET AND HIGHWAY NOISE

Where feasible and appropriate, develop and implement noise reduction measures when undertaking improvements, extensions, or design changes to San Leandro streets.

- Capital Improvement Program
- Municipal Code and Ordinances

Action 36.02-A: California Vehicle Code Enforcement

Enforce the applicable sections of the California Vehicle Code pertaining to noise emissions, and enforce applicable traffic laws pertaining to speeding, racing, and screeching cars.

Action 36.02-B: Overnight Truck Parking

Enforce restrictions on overnight truck parking to minimize noise problems associated with idling trucks near residential areas.

36.03 SITE PLANNING AND BUILDING DESIGN

Require new development or redevelopment near freeways, arterials, BART, and major bus routes to incorporate site planning and architectural design measures that reduce the exposure of future building occupants to traffic noise.

- CEQA
- Development Review

36.04 **STATE AND FEDERAL LEGISLATION**

Support state and federal legislation aimed at reducing transportation noise.

- Intergovernmental Coordination

36.05 **FREIGHT TRAINS**

Work with the appropriate parties and agencies to reduce or otherwise mitigate the noise from freight trains traveling through San Leandro.

- Intergovernmental Coordination

Action 36.05-A: Train Horns

Continue to work with federal and state agencies and authorities from the Union Pacific Railroad to pursue effective relief from freight train noise, including train horns and noise from the trains themselves.

36.06 **FREEWAY NOISE**

Work with local transportation agencies, including Caltrans and the Alameda County Management Agency, to mitigate noise from Interstates 880, 580, and 238. Encourage these agencies to pursue a variety of measures, such as landscaping, berms, pavement changes, and sound walls to reduce the noise impacts of local freeways.

- CEQA
- Intergovernmental Coordination

Action 36.06-A: I-580 Sound Walls

Closely monitor and participate in the Alameda County Congestion Management Agency's proposal to construct sound walls along I-580. Ensure that the community is fully involved in this process and encourage designs and materials which ensure that noise is not deflected to other locations in the community.

36.07 **SOUND WALL DESIGN**

Where sound walls are used, encourage aesthetically pleasing and innovative designs and require citizen input in the siting and design process. Require future sound wall engineering and acoustical design studies to address and mitigate the potential for displacement of sound from impacted properties to other properties further away from the noise source.

- CEQA
- Development Review
- Intergovernmental Coordination

Goal: 37 Airport Impacts

Minimize the local impacts and hazards created by air traffic, ground operations, and all other aviation activities, particularly those associated with Oakland International Airport.

POLICIES AND ACTIONS | IMPLEMENTATION STRATEGIES

37.01 **MONITORING OF AIRPORT PLANS**

Actively and aggressively participate in forums and discussions regarding operations and expansion plans for Oakland International Airport. Seek local representation on task forces, commissions, and advisory boards established to guide airport policies and programs.

- City Operating Procedures
- Intergovernmental Coordination

Action 37.01-A: Participation in Airport-Community Noise Management Forum

Supplement the City's participation in the Airport-Community Noise Management Forum through local Airport Task Forces, such as the Neighborhood Aviation Advisory Committee (NAACSL). The mission of such task forces should be to monitor Airport plans and programs and advocate on behalf of residents and businesses impacted by Airport operations and expansion plans.

Action 37.01-B: Staff Acoustical Engineer

Explore the feasibility of creating a staff position (or training existing staff) requiring acoustical engineering expertise to advocate on behalf of the community, act as liaison to the community on aviation issues, and advise the City Council and other local officials on technical matters pertaining to the Airport.

37.02 **MITIGATION OF AIRPORT NOISE**

Pursue mitigation of airport noise impacts to the fullest extent possible. Support and advocate for operational practices, changes to aircraft, new technologies, and physical improvements that would reduce the number of properties in San Leandro that are impacted by noise.

- CEQA
- Intergovernmental Coordination
- Noise Compatibility Program
- Settlement Agreement

Action 37.02-A: Settlement Agreement Implementation
Implement the terms of the Settlement Agreement between the City of San Leandro and the Port of Oakland dated November 7, 2000 regarding noise insulation, runway use, easements, and other matters pertaining to current and future operations at Oakland International Airport.

Action 37.02-B: Residential Sound Insulation Program
Continue to work with the Port on expansion of the residential sound insulation program.

37.03 CHANGES TO AIRPORT OPERATIONS

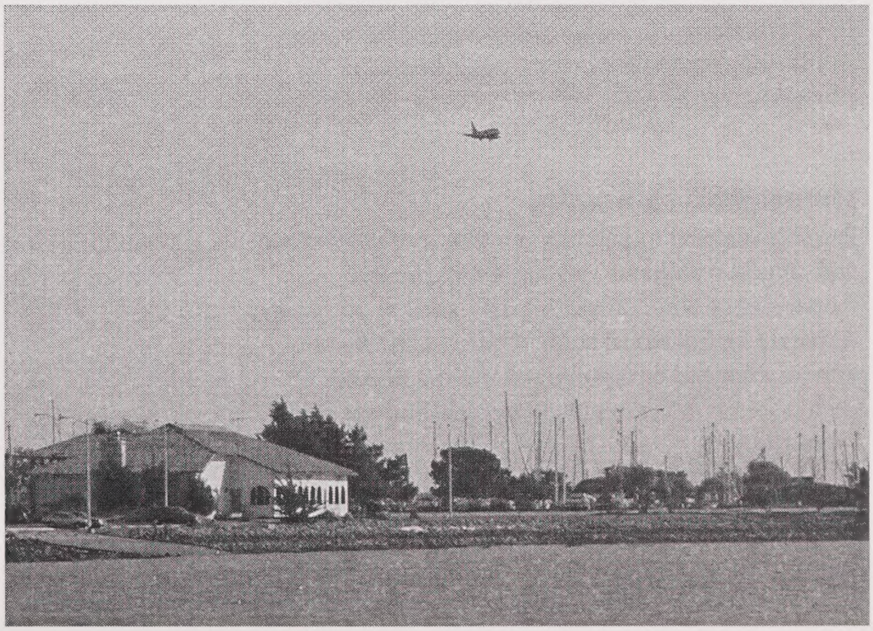
Ensure that any changes to airport operations that would potentially result in higher noise levels in San Leandro incorporate comprehensive noise mitigation measures, even when the impacts will be of limited duration. To the greatest extent feasible, any changes in airport activity should avoid impacts to noise sensitive uses such as residential areas and schools.

- CEQA
- Intergovernmental Coordination
- Settlement Agreement

37.04 COMPREHENSIVE NOISE ABATEMENT

Advocate for noise abatement and mitigation programs that are based not only on the airport's noise contour maps, but that consider other factors such as the frequency of overflights, the altitude of aircraft, and the hours of operation.

- Intergovernmental Coordination
- Noise Compatibility Program



37.05 USE OF NORTH FIELD

Strongly discourage any long-range plans that would extend the runways at the North Field (27 L/R and 9 L/R), or increase the use of the North Field for cargo jets or commercial passenger airlines, except as required for emergencies and periodic maintenance procedures.

- Intergovernmental Coordination
- Settlement Agreement

37.06 AIRPORT SAFETY ZONES

Regulate land uses within designated airport safety zones, height referral areas, and noise compatibility zones to minimize the possibility of future noise conflicts and accident hazards.

- ALUC Plan and Referrals
- Development Review
- Zoning Ordinance

37.07 LEGISLATIVE CHANGES TO IMPROVE MITIGATION

Pursue legislative changes that provide San Leandro and other cities with greater leverage regarding the mitigation of noise impacts, air pollution impacts, and other off-site impacts resulting from aviation.

- Intergovernmental Coordination

Action 37.07-A: Local Representation on Airport Issues

Lobby for regional representation or other forms of municipal input on the Port of Oakland Commission so that the impacts of Port operations on adjacent cities can be more comprehensively addressed.

Action 37.07-B: Relocation of the Noise Impact Boundary

Support federal legislation that would relocate the Noise Impact Boundary from the 65 dB to the 60 dB CNEL contour. In the event this change is made, seek additional insulation and other mitigation measures that would reduce noise impacts to homes located in the 60-65dB CNEL range.

37.08 MONITORING PROGRAMS

Promote ongoing monitoring of noise levels associated with airport operations and support expanded monitoring of other off-site impacts, such as air quality. Advocate for additional study of the health effects of airport noise and emissions, and use the findings of such research in defining the City's position on airport-related issues.

- Noise Compatibility Program
- Program Development

Action 37.08-A: Expansion of the Noise Compatibility Program

Continue to work with the Port of Oakland on expanding the Noise Compatibility Program for the airport, including limits on the time of operations, advocating for quieter aircraft, mitigating night-time engine run-up activities, and the monitoring of noise levels at additional locations in and around San Leandro.

37.09 AVIATION ACCIDENTS

Maintain a high degree of readiness to respond to aircraft accidents. Continue to participate in preparedness drills and mutual aid activities with the City of Oakland to ensure quick and effective response to emergencies.

- City Operating Procedures
- Emergency Preparedness Plan

37.10 WATER RESCUE OPERATIONS

Maintain the San Leandro Marina as the reconnaissance point for airport emergency response and water rescue operations.

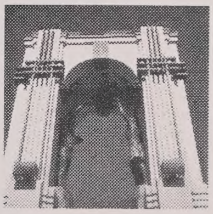
- Emergency Preparedness Plan
- Grants
- Intergovernmental Coordination

Action 37.10-A: Funding Applications

Apply for federal funds which enable the Marina to continue to function effectively as an emergency response base for airport rescue operations.

CHAPTER 7

Historic Preservation and Community Design



CHAPTER

7

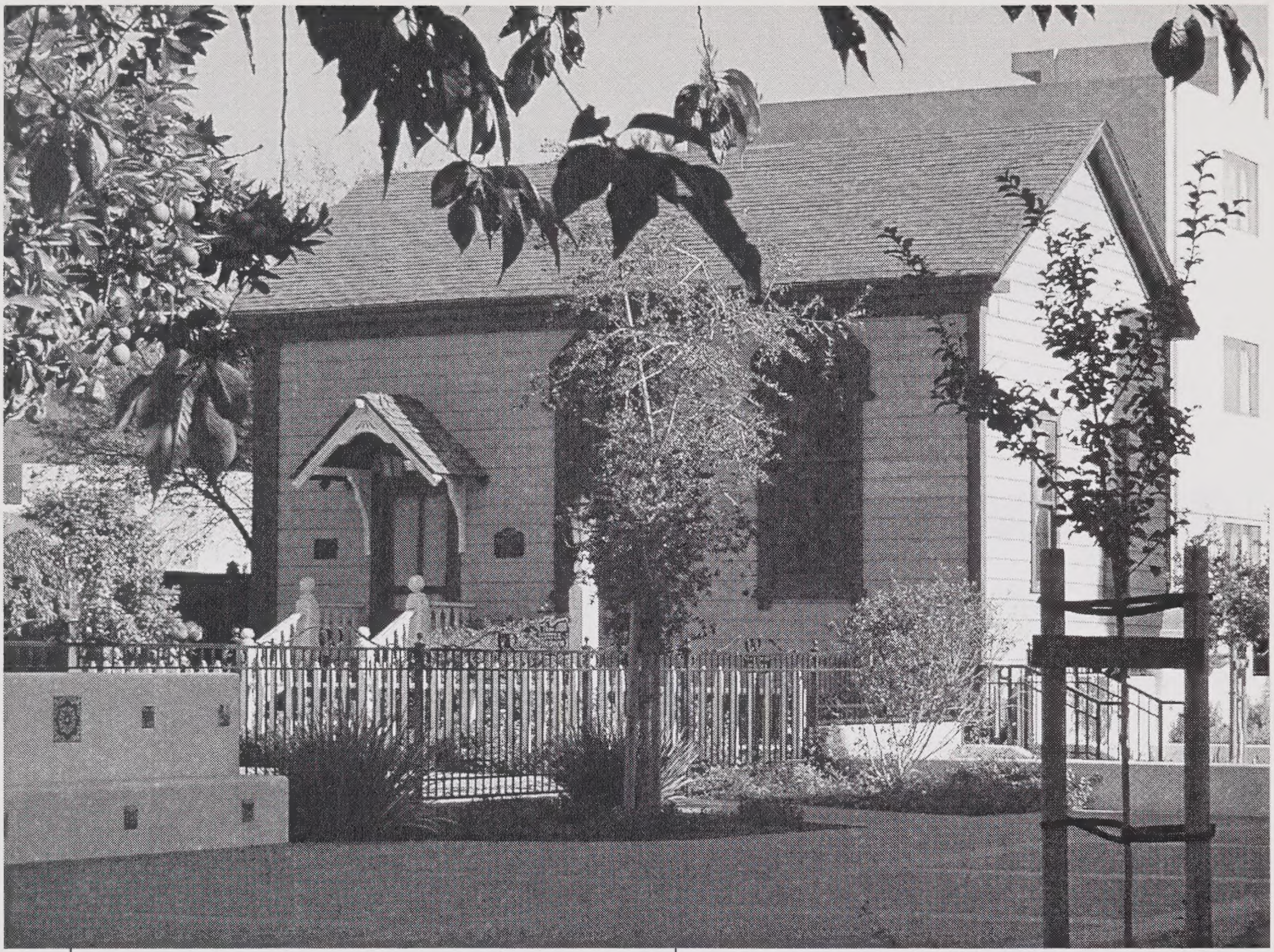
HISTORIC PRESERVATION AND COMMUNITY DESIGN

A. OVERVIEW

The Historic Preservation and Community Design Element seeks to preserve San Leandro's legacy of historic resources, enhance the aesthetic character of the City, and maintain the features that make San Leandro unique. Although the Element is not explicitly required by State law, its goals are among the highest of City priorities.

Historic Preservation is defined as the sensitive maintenance, continued use, and restoration of older buildings and sites having historic, architectural, aesthetic, or cultural value. As one of the oldest communities in the East Bay, San Leandro has a rich and colorful history, presenting opportunities for a vital preservation program. Such a program can provide economic and tourism benefits, engender civic pride, and create a stronger "sense of place" in the City. Many historic buildings in San Leandro have been lost to demolition over the past century—the General Plan seeks to avoid further unnecessary losses so that living reminders of the City's heritage may be preserved for future generations.

Community Design addresses all aspects of the City's visual appearance—from the design of its buildings to the character of its gateways, streets and public spaces. Architecture, construction materials, and landscaping play a major role in how San Leandro looks and feels. Policies and actions in this Element ensure that new construction and rehabilitation projects will be sensitive to their surroundings and contribute positively to the character of the City. The Element places particular emphasis on the "greening" of San Leandro through additional tree planting and landscaping. Ultimately, a greener and more attractive City can provide economic and property value benefits as well as ecological and aesthetic benefits.



Little Brown Church, rear of 384 Estudillo, 1880

B. HISTORIC PRESERVATION

Historic and Archaeological Resources

The San Leandro area was home to Native Americans for more than 3,000 years before the first European settlers arrived. Very few traces of the native inhabitants remain today, but evidence from nearby sites and early records provides a picture of what life was like in the area prior to the arrival of Spanish explorers and missionaries. At least 10 archaeological sites have been identified between San Leandro Creek and San Lorenzo Creek, most consisting of remnant shell mounds near the Marina and along the banks of the creeks.

There are also few remaining traces of the first 100 years of European settlement in San Leandro. A variety of Early California architectural styles existed in the town during the 1850s and 1860s, but virtually all of these structures were lost as a result of earthquakes, fires, or demolition. The only structure still standing in San Leandro confirmed to pre-date the City's 1872 incorporation is the Alta Mira Club, constructed in 1860 and located at 561 Lafayette Avenue. That building, originally the home of Ignacio Peralta, has been a designated California Historical Landmark since 1937 and has been on the National Register of Historic Places since 1978.

There are several dozen structures in the City built between 1870 and 1900 that are still standing. Most are residential buildings built in the vernacular or Victorian styles that were popular at the time. The Daniel Best Home, an Italianate Victorian built in the late 1870s at Clarke and Estudillo, is probably the best example. Elsewhere in the City, there are a few examples of Queen Anne, Second Empire, and Italianate homes, generally scattered to the southeast of Downtown. Another concentration of turn-of-the century vernacular homes can be found along Orchard Avenue between Davis and Williams Street. These homes are notable for the community of Portuguese settlers that once resided there.

San Leandro has a handful of non-residential buildings dating from the late 1800s. These are generally small wood frame structures, such as the Little Brown Church, the Holy Ghost (I.D.E.S.) Chapel, the Little Shul synagogue, and the former Southern Pacific Railroad Depot. Some of these buildings have been moved from their original locations but they are still important cultural landmarks.

The City has several hundred structures dating from the early 20th century, but only a few have been officially recognized as historically significant. The best known—the Casa Peralta at 384 West Estudillo Avenue—was built in 1901 by one of Ignacio Peralta's daughters. The Casa was originally built as a Victorian residence but was remodeled as a Moorish villa in 1926. The building was donated to the City in 1971 and has been on the National Register of Historic Places since 1982.

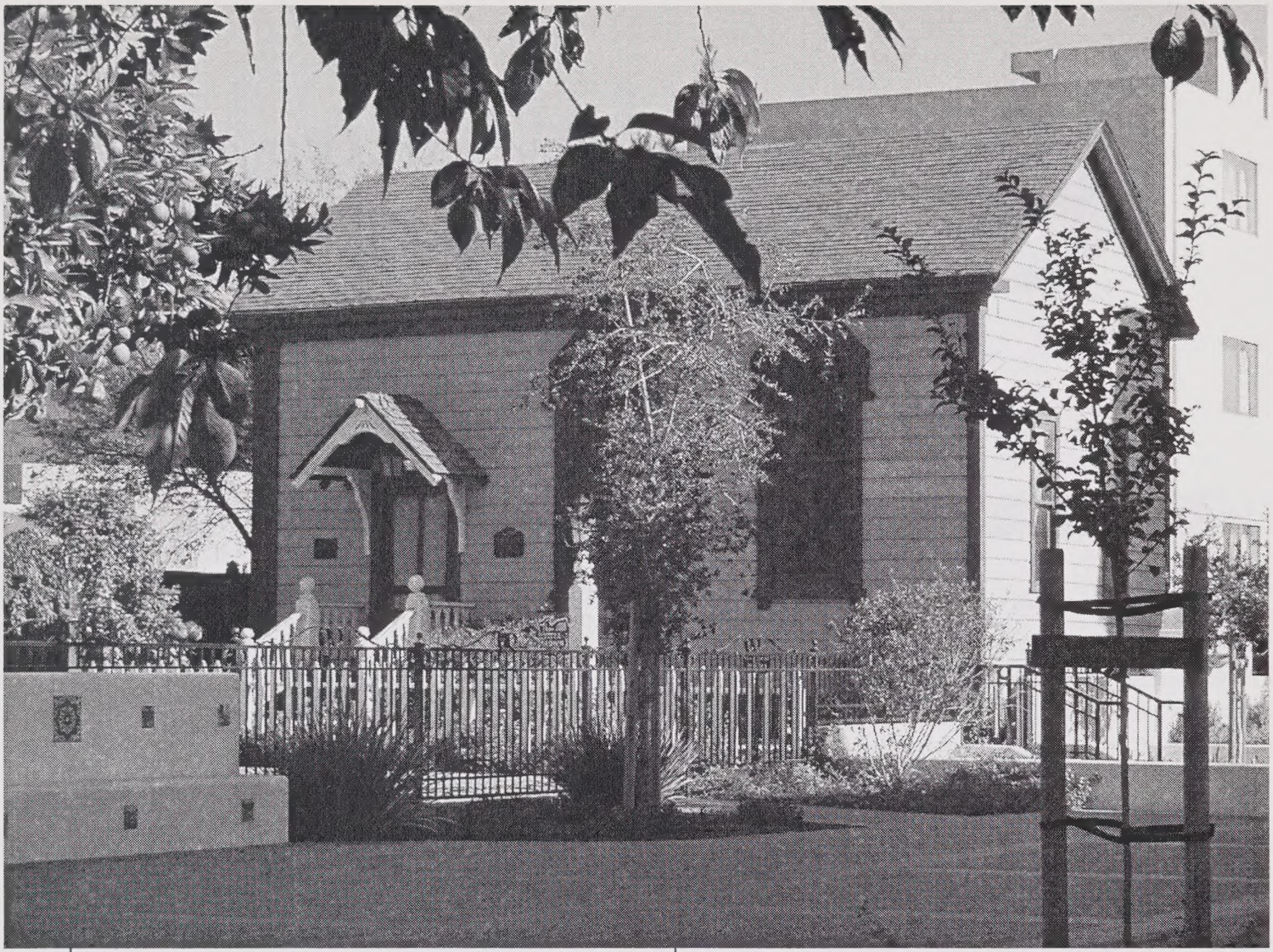
There are also a number of distinctive commercial structures from the early 1900s, including the neo-classical Daniel Best Building (1909) at East 14th and Estudillo. Its distinctive white terra cotta façade and prominent clock make this building the symbolic "heart" of San Leandro. Unfortunately, many of the nearby buildings of this era were lost during the last half of the 20th century to make way for parking or more modern structures.

There are many examples of early 20th century residential architecture in San Leandro, especially in the northeast part of the City. Some 3,700 homes in San Leandro pre-date World War II. Neighborhoods such as Broadmoor, Estudillo Estates, Peralta, and Farrelly Pond are characterized by well-maintained California bungalows, Craftsman and Prairie-style homes, and Mediterranean-style cottages. Some of these neighborhoods include design elements typical of the City Beautiful movement of the early 1900s, including winding streets, manicured open spaces (such as Victoria Circle), gracious street trees, and large front lawns.

Structures built between 1940 and 1960 represent about half of San Leandro's housing stock and much of its non-residential building stock. Some of these structures are approaching the point where they too may be recognized for their historic value. This is particularly true for large commercial structures such as the Bal Theater and the Pelton Center, both built in the late 1940s and both good examples of the architectural conventions that were in vogue at that time. Some of the signage from this era also contributes to architectural character and provides a nostalgic connection to the City's past.

Many of the historic resources in the City are less obvious than the structures described above. For instance, the City contains several heritage trees that have been recognized as significant. There are also important resources just outside the City limits, such as the San Lorenzo and Cavalry Cemeteries, old San Lorenzo Village, and the Lake Chabot Dam.

Daniel Best Home, 1870s



Little Brown Church, rear of 384 Estudillo, 1880

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Daniel Best Home, 1870s

San Leandro also has numerous sites where important buildings (such as the Alameda County Courthouse) once stood. Even though the buildings themselves are gone, there is an opportunity to increase public awareness of the past through plaques and markers. There may also be places in the City yet to be recognized for their historic significance, such as the first of the thousands of homes in the Washington Manor tract, or the few remaining greenhouses and nurseries which recall the City's agricultural past.

A pro-active approach to preservation would help preserve these resources, while supporting other General Plan goals related to neighborhood character, community spirit, and the overall quality of life in San Leandro.

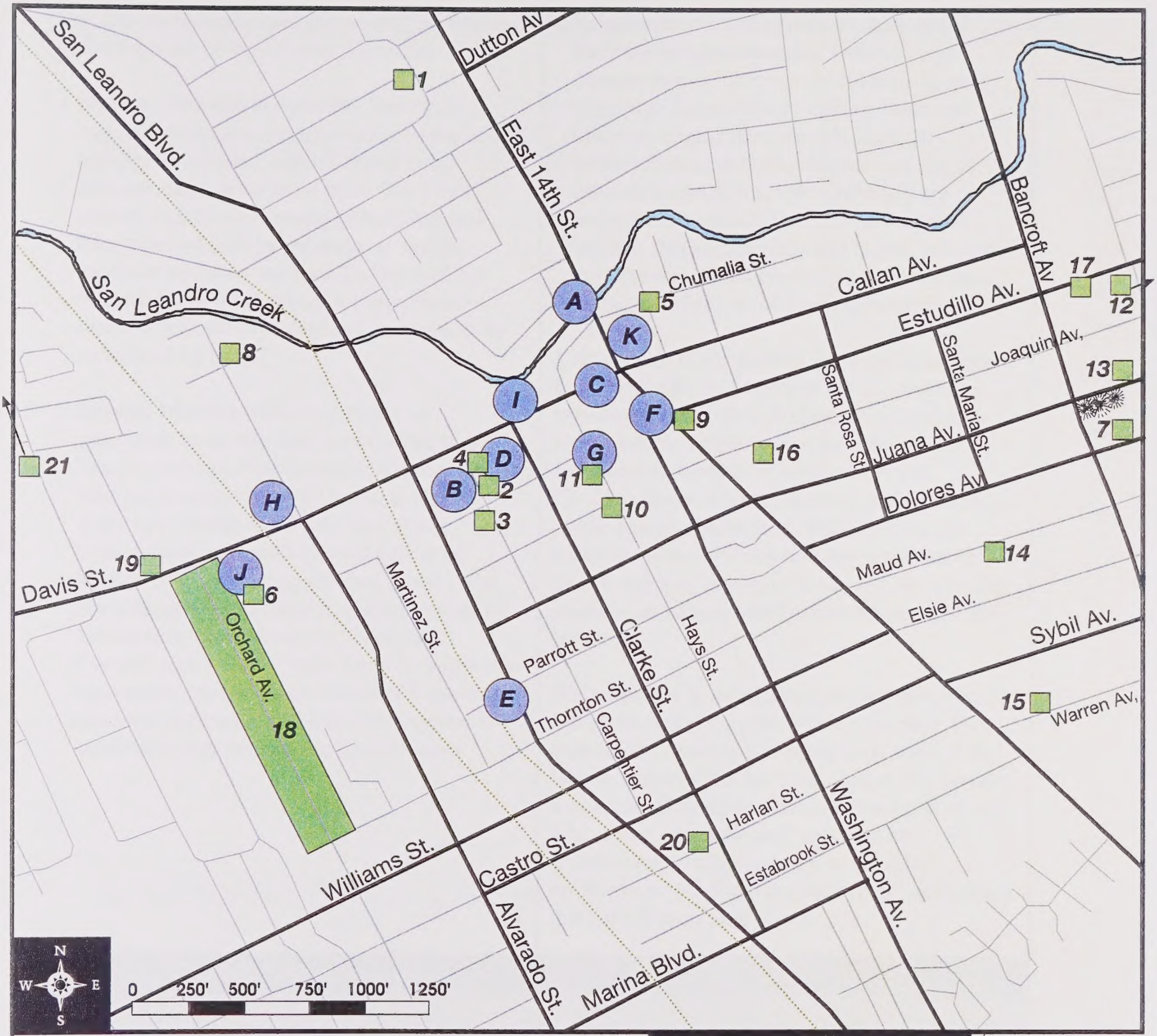
Developing a More Effective Preservation Program

San Leandro has yet to attain the full range of benefits that are possible with an effective historic preservation program. Some of the City's most important resources remain at risk and are vulnerable to unsympathetic additions, alterations, and even demolition. The policies and actions in this General Plan ensure that future development decisions are more sensitive to historic resources. The intent is to create a preservation strategy that conserves neighborhoods and revitalizes shopping districts while maintaining flexibility for property owners.

As the Mission Statement on page 291 suggests, a more systematic and comprehensive approach to preservation is needed. An essential first step is to undertake a comprehensive inventory of local historic resources. Such an inventory has not been conducted in San Leandro since 1974, when a local registry of two dozen historic buildings and four heritage trees was created (see Table 7-1 and Figure 7-1). Structures built after 1910 were largely excluded from the registry, as they were still considered too recent at the time. Today, a much larger portion of the City's building stock could be called historic and/or worthy of preservation. In fact, the California Environmental Quality Act (CEQA) stipulates that all properties 50 years or older should be evaluated for their historic value when projects affecting their character are proposed.

Part of this initial step is to develop clear, consistent criteria for identifying historic buildings. The National Register and the Secretary of the Interior Standards provide a good starting point. Compliance with these standards also assures the legal adequacy of the City's program and can improve the City's eligibility for grants.

397 Maud Avenue, 1880s


San Leandro Blvd.
Dutton Av
East 14th St.
Bancroft Av.
San Leandro Creek
Chumalia St.
Callan Av.
Estudillo Av.
Joaquin Av.
Santa Rosa St.
Santa Maria St.
Juana Av.
Dolores Av.
Maud Av.
Elsie Av.
Sybil Av.
Warren Av.
Davis St.
Orchard Av.
Martinez St.
Parrott St.
Thornton St.
Clarke St.
Hays St.
Carpentier St.
Harlan St.
Estabrook St.
Washington Av.
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750'
1000'
1250'

LEGEND

🟩 **Structures recognized on Local Register**

1. Alta Mira Clubhouse
2. Casa Peralta
3. Daniel Best House
4. Little Brown Church
5. Manuel Garcia Home
6. Southern Pacific Depot
7. Little Shul
8. Holy Ghost Chapel/IDES Hall
9. Best Building
10. 308 W. Joaquin
11. 1363 Hays
12. 857 Estudillo
13. 678 Juana
14. 397 Maud
15. 310-12 Warren
16. 291 Joaquin
17. 659 Estudillo
18. Orchard St.Neighborhood
19. 28 Dabner
20. 444 Harlan
21. 383 Preda

● **Sites (no building) recognized as California Points of Historical Interest**

A. Rancho San Antonio Marker
B. Jose Joaquin Estudillo Home
C. San Leandro Town Hall
D. Alameda County Courthouse
E. San Leandro Ball Park
F. San Leandro Plaza
G. Methodist Church
H. Best Tractor
I. Alameda County Gazette
J. Thrasher Park
K. Portugese Union of California

✳ **Historic Trees**

**Additional historic sites exist outside the Central area. See Table 7-1.*

HISTORIC RESOURCES

FIGURE 7-1

San Leandro General Plan Update, 2002

The City's preservation program should identify the following types of local historic resources:

- **Historic Sites and Structures**. This would include individual buildings or sites determined to have special historic, cultural, educational, archaeological, or aesthetic value. The City's existing registry—containing 22 buildings and three trees—should be expanded to include important structures such as City Hall and the Veterans Memorial Building. A comprehensive survey would identify additional structures to be considered for listing.

- **Historic Districts**. Historic districts are geographic areas with large concentrations of historic structures. The General Plan proposes an "Old San Leandro" Historic District in the vicinity of the Casa Peralta and Daniel Best House. A second district could be considered in the "Kanaka Row" area along Orchard Avenue. The City already has provisions in its zoning code to accommodate such districts ("L-Landmark Overlay" zone). The "L" zone could be mapped in appropriate areas to protect historically significant structures and ensure that infill development is compatible with the area's historic character.

- **Neighborhood Conservation Districts (or Heritage Neighborhoods)**. These are areas characterized by older (pre-1940) housing stock, along with historic street furniture, signs, and landscape design elements. Although the individual structures in such areas may not be historically significant, collectively they are an important reminder of the City's architectural heritage. Design guidelines and zoning standards in such areas should ensure that future changes respect the character of the neighborhood.

A critical part of a successful preservation program is working with the owners of historic properties to ensure that the City's guidelines and processes are reasonable and do not create a financial or administrative burden for property owners. The City's intent is not to discourage alterations or dictate narrow standards for building colors or materials. Rather, the objective is to maintain the overall character of historic areas, and promote the sensitive maintenance and continued use of older buildings.

Preservation is as much about shaping the future as it is about saving the past. With this in mind, the General Plan advocates bringing back some of the historic elements that have been lost in San Leandro, such as the Downtown Plaza and street grid. It also advocates a comprehensive approach to preservation, looking not only at the built environment, but at the people, events, and cultures that have shaped local history.

Historic Preservation Mission Statement

The GPAC's Historic Preservation and Community Design Subcommittee believed an overarching mission statement was an important first step to an effective preservation program for the City. Accordingly, the following statement has been developed:

"The mission of San Leandro's Historic Preservation program is:

- To preserve and maintain sites and structures that serve as significant, visible reminders of San Leandro's social and architectural history.
- To integrate historic preservation more fully into San Leandro's comprehensive planning process.
- To increase public awareness of local history.
- To contribute to the economic development and vitality of the City.
- To preserve the character and livability of San Leandro's neighborhoods and strengthen civic pride through neighborhood conservation."

Table 7-1 Documented Historic Structures in San Leandro, 2001[1]

Name	Listings	Year Built	Status
HISTORIC BUILDINGS			
Alta Mira Clubhouse	NR, LR, CHL, CPHI	1860	Community Facility
Casa Peralta	NR, LR, CPHI	1901	Community Facility
Daniel Best House	LR, CPHI	1870s	Group home
Little Brown Church	LR, CPHI	1880	Relocated to rear of Casa Peralta
Manuel Garcia Home	LR, CPHI	1875	Private residence
Captain Roberts Home	LR, CPHI	1878	Private residence
Southern Pacific RR Depot	LR, CPHI	1898	Relocated to Thrasher Park
Little Shul	LR, CPHI	1889	Relocated, in use as Synagogue annex
Holy Ghost Chapel/IDES Hall	LR, CPHI	1889	Community Facility
Best Building	LR	1911	Office building and bank
308 W. Joaquin	LR	1896	Private residence
1363 Hays (blacksmith shop)	LR	Est 1900	Garage (for 308 W. Joaquin)
857 Estudillo	LR	Est 1890	Private residence
678 Juana	LR	1890	Private residence
397 Maud	LR	1880s	Private residence
310-312 Warren	LR	Est 1900	Private residence
291 Joaquin	LR	1885	Private residence
659 Estudillo	LR	1900-1910	Private residence
Orchard Avenue Neighborhood (Kanaka Lane)	LR	Est 1880-1900	Approximately 20 private residences
28 Dabner	LR, CPHI	1872	Private residence
444 Harlan	LR	Unk.	Water tank house
383 Preda	LR	Unk.	Water tank house
HISTORIC SITES (building no longer present)			
DeAnza Expedition Site/ Rancho San Antonio marker	CHL	Est. 1775	Plaque at Hays/E.14th (Root Park)
Jose Joaquin Estudillo Home	CHL	1850	Plaque only: site now St. Leanders Rectory
Roberts Landing	CPHI	Est. 1850	Plaque along shoreline trail; no structure
San Leandro Town Hall site	CPHI	1876	Site at 250 Davis; no plaque observed
Alameda County Courthouse	CPHI	1857	Plaque at Davis at Clarke, site now St. Leanders Elementary School

(table continued on next page)

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[1] Two structures which are on the City's local register and which are noted in the 1989 General Plan appear to have been demolished. These are the residence at 525 Estudillo and the water tank house at 254 Callan.

Table 7-1 Documented Historic Structures in San Leandro, 2001[1]

Name	Listings	Year Built	Status
HISTORIC SITES (building no longer present), continued			
San Leandro Ball Park	CPHI	NA	San Leandro Blvd at Parrott, site now BART Parking. No plaque.
San Leandro Plaza	CPHI	1872	Plaque at East 14th and Washington
Methodist Church	CPHI	1856	Was at 1349 Hays Street, site now Odd Fellows Building
Best Tractor	CPHI	1886	Was at 800 Davis Street, site now apartment complex. Plaque and remnant doorway arch at 1000 Davis.
Alameda County Gazette	CPHI	1856	Was at NE Corner Davis at Clarke, site now office building
San Leandro Reporter	CPHI	1878	Was near Davis and Clarke Street
Mulford Clubhouse	CPHI	Unk.	Located at 13075 Aurora Drive
Thrasher Park	CPHI	1917	Davis at Orchard
Portuguese Union of California	CPHI	1889/1909	Was at 1120 East 14th Street, site now Long's Drug Store
HISTORIC LANDSCAPE ELEMENTS			
Oyster Beds	CHL	Est. 1890	Plaque at San Leandro Marina
Lake Chabot	CPHI	1909	Plaque at Upper Lake Chabot Rd
Cavalry Cemetery	CPHI	1874	Hills SE of Bay-O-Vista (outside City)
Tree at Juana and Bancroft	LR	NA	NA
Redwood Trees at 647 Juana	LR	NA	NA
Redwood Trees at 651 Juana	LR	NA	NA

KEY
NR = National Register of Historic Places
CHL = California Historical Landmark
CPHI = California Place of Historical Interest
LR = Local Register (Protected by Ordinance 74-12)

Sources: Library-Historical Commission, 1986. State Office of Historic Preservation, 2000. City of San Leandro and Barry J Miller, 2000.

Defining the City's Role

Once the City has inventoried its resources, the task remains to establish a more proactive local preservation program. San Leandro has yet to be designated as a "Certified Local Government" (CLG), a federal program which enables cities to apply for state and federal grants, receive technical training and assistance, and implement key preservation initiatives. Preparation of a Historic Preservation Action Plan is recommended as a follow-up to the General Plan to obtain CLG status and establish a more detailed strategy for implementation.

Presently, the major implementing tool for preservation in San Leandro is the City's Historic Preservation Ordinance. The Ordinance requires that permits for demolition, removal, or substantial alterations to documented historic structures or trees be referred to the City's Library-Historical Commission for a recommendation. It provides for demolition delay in the event that buildings of potential historic importance are threatened. The Ordinance applies only to the structures and trees listed on the City's historic registry. An update of the Ordinance, now more than 25 years old, is recommended so that it reflects current practices in the preservation field.

The General Plan also proposes an expanded role for the San Leandro Library-Historical Commission. The Commission will take responsibility for implementing many of the program recommendations related to historic preservation. It will also work in partnership with local preservation groups to advocate for new preservation programs, grants, and projects. Other activities planned to strengthen the City's commitment to preservation include better record keeping and data base management, staff training in preservation standards and procedures, and the commitment of staffing to implement preservation programs.

The City can also improve preservation efforts by acting as liaison between the many groups in San Leandro that undertake preservation activities. There are several organizations in the City that promote preservation directly and others that play a secondary role by supporting the appreciation of local heritage and culture. By coordinating the work of these organizations, the City can contribute to more widespread appreciation of San Leandro's cultural and historic resources.

176 Joaquin Avenue

Lamplighter's Home, 28 Dabner Street, 1872

Public Awareness of Local History

The loss of many local historic buildings during the 1950s, 1960s, and 1970s has resulted in a diminished awareness of San Leandro history among many residents. In fact, surveys conducted over the course of the General Plan found that one in five residents perceived that the City had no historic buildings at all.[2]

This General Plan proposes a multi-faceted strategy to raise awareness of San Leandro's history and historic resources. Such awareness can build broader community support for preservation, while increasing civic pride and a sense of community. Policies and actions under Goal 40 propose the use of books, videos, brochures, and other media to inform the public about San Leandro's history and the significance of various places and buildings in the City. Continuation of existing programs, including walking tours, awards programs, plaques and markers, cultural fairs, and school curricula on San Leandro history, also is recommended.

It is particularly important that outreach and educational efforts are culturally inclusive. As San Leandro becomes more diverse, programs that honor the history of different ethnic groups in the City and the contributions of individual residents become a more fundamental part of building "community." Appreciation of cultural and ethnic history in San Leandro can provide inspiration for today's youth and help people of all backgrounds understand important events in the City's past.

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[2] Poll conducted in January 2001. Of 758 responses to the question, "What historic building in the City is most important to you, 87 responded "don't know" and 56 replied "none."

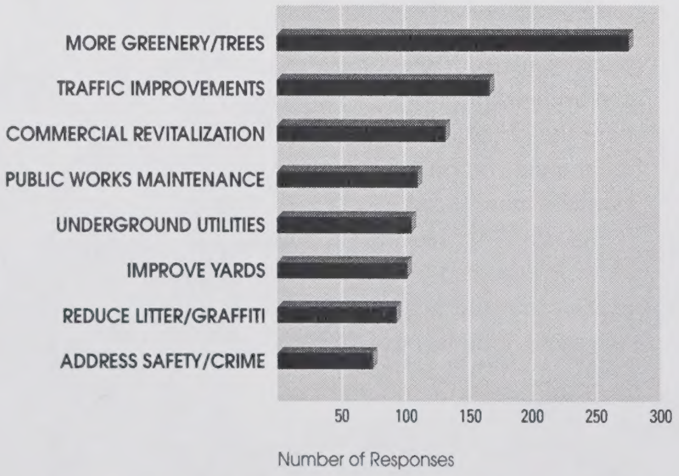
The Economics of Preservation

The economic benefits of historic preservation are well documented. Direct benefits include the tax credits or property tax breaks that may be granted for officially designated buildings. A more subtle benefit is the economic development boost that comes with the unique ambiance of a historic area. In business districts, the special atmosphere of restored older buildings can attract customers and act as a catalyst for investment in neighboring properties. In residential areas, preservation efforts can lead to higher property values and enhance the desirability of a neighborhood. Preservation itself may generate jobs, particularly for skilled craftspersons. Preservation can also spur the growth of tourism, especially where districts of historic buildings have been restored and converted to contemporary uses such as cafes and galleries.

The General Plan also calls for programs which ensure that historic preservation makes economic sense for property owners. These programs include financial incentives such as loans and reduced fees, development incentives such as zoning bonuses and the use of the State Historic Building Code, and direct financial aid through the Redevelopment Agency. The use of the California Mills Act is also recommended, allowing reductions of property taxes for owners who agree to preserve and maintain a historic property for at least 10 years.

CHART 7-1 Survey Findings—City Beautification

Q. What specific improvements would make your neighborhood (or business area) a more beautiful place to live (or work)? (1,140 responses)



Source: General Plan Citywide Survey, 2001

C. COMMUNITY DESIGN

Overview

San Leandro is set in a physically beautiful location, with picturesque hills, an unspoiled waterfront, and superb views and vistas. These natural features have shaped the City's development and define many of its present-day visual qualities. The primary visual impression of the City, however, is that of a mature suburban community. Features like freeways, buildings, and signs define much of the City's character and image, particularly for travelers passing through on the freeways or on BART.

One of the challenges facing San Leandro in the new millenium is to establish a stronger identity for itself—to more clearly distinguish itself from other cities in the East Bay and be a place that people remember and want to return to. Because the City is adjacent to other urban areas on the north and south, it is now difficult to distinguish where San Leandro "begins" and "ends." The City is relatively flat and open, and there are few strong visual landmarks. Moreover, many of the City's major thoroughfares are not particularly memorable, and some present an outdated impression.

On the other hand, the individual neighborhoods that make up the City—and many of the shopping and business districts—are well kept and attractive. Older neighborhoods in the City have an ambiance that is highly prized, and newer neighborhoods have attractively designed housing and community spaces. Even the post-war era subdivision tracts have matured gracefully and come into their own as comfortable neighborhoods.

The Focus Area Strategies in the General Plan's Land Use Element create an opportunity to create a stronger and more positive image of the City. But image building will take more than simply refurbishing individual buildings and redeveloping individual sites. A concerted

857 Estudillo Avenue, approx. 1890

effort must be made to improve gateways, thoroughfares, public buildings, parks, and the other public spaces that define impressions of San Leandro. Policies in the Community Design Element not only seek to create a stronger identity for the City, they strive for a more engaging and memorable visual image.

Chart 7-1 provides some indication of San Leandro's aesthetic priorities today. The Chart suggests strong support for additional street trees and landscaping. Many San Leandro neighborhoods lack a mature tree canopy and some of the commercial and industrial areas have a stark or barren quality. Throughout the General Plan update, there was consistent and vocal support for additional tree planting on public property and greater attention to the landscaping of medians and roadsides.

Other aesthetic improvements also rank high on the priority list. These include the revitalization of commercial strips and shopping centers, higher quality architecture and design, well maintained public facilities (including streets), high standards for the maintenance of homes and yards, and clean-up of litter and graffiti. All of these improvements would leave a more positive imprint of the City on residents and visitors, and present a more favorable impression of San Leandro to the rest of the region.

Building a Sense of Place

Communities with a strong "sense of place" usually share several qualities, such as interesting or historic architecture, unique shops or businesses, and lively public spaces. Some of these qualities existed in San Leandro prior to World War II but were compromised as the City grew and adapted to modern times. There are opportunities for restoration, however, and opportunities to create these qualities anew in redeveloping areas. San Leandro has many places with the potential to become more unique destinations. Each of these areas also should help create a more distinct image for the City as a whole.

The key factors that contribute to San Leandro's sense of place are described below. Each is addressed in the policies and actions under Goal 42.

Gateways

One of the most effective ways to distinguish San Leandro from its neighbors is to enhance the gateways into the City (see Figure 7-2). Gateways can incorporate monuments, welcome signs, landscaped esplanades, pavement changes, and other features that create a sense of arrival and visual interest. Gateways can also serve this function for individual neighborhoods, while contributing to neighborhood identity and pride.

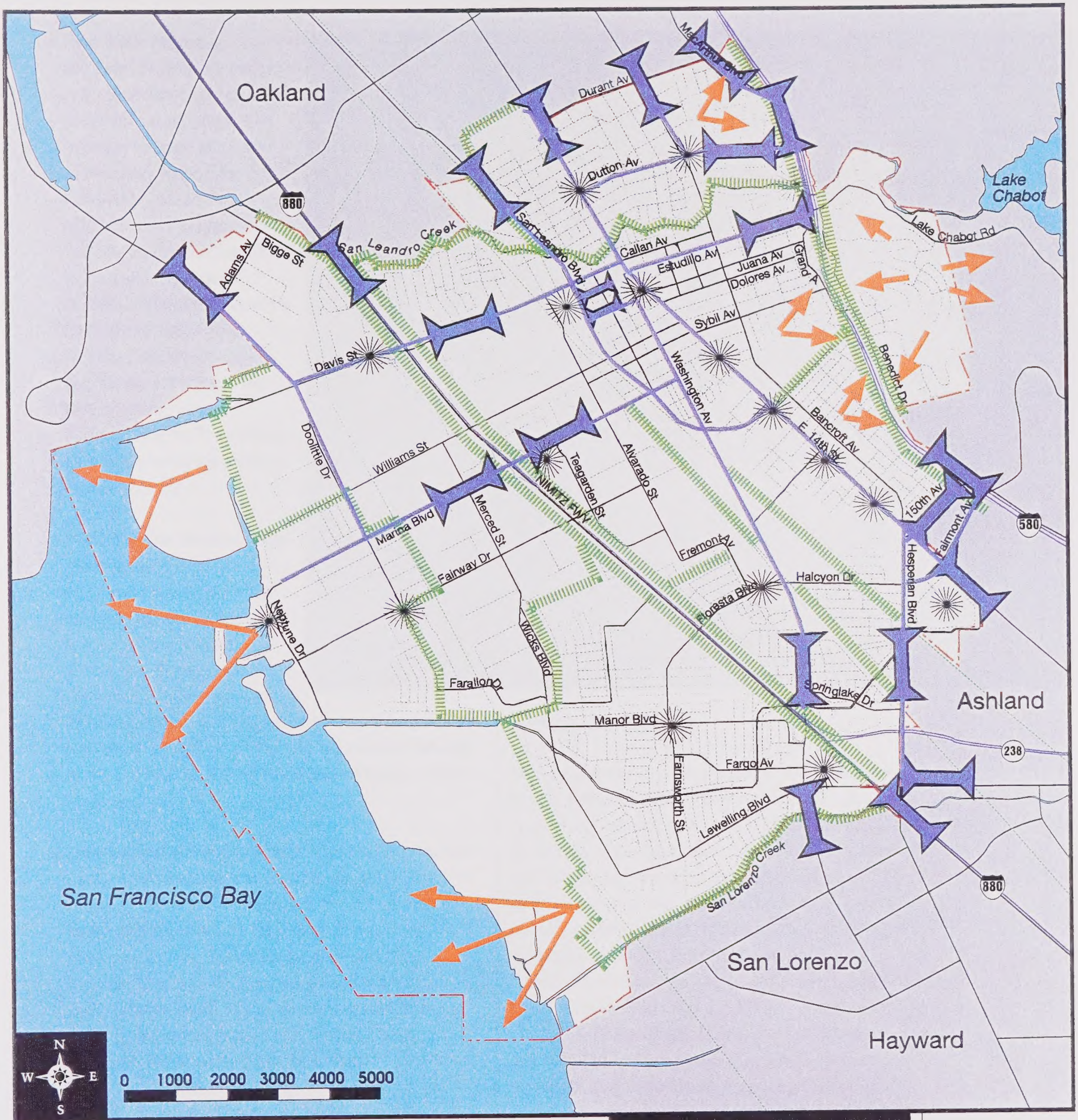
Over the years, the City has invested in significant gateway improvements at the following locations:

- **Davis Street east of I-880**. Davis Street is one of the main points of entry into the City and is the main access route between the Nimitz Freeway and Downtown. Landscaping, decorative sound walls, and road widening were all completed in the early 1990s. The task is not finished, however. Some of the street frontage remains vacant, and there are opportunities for attractively landscaped and designed buildings on both sides of the street between Pierce Avenue and San Leandro Boulevard.
- **North Area Gateway Streets** (San Leandro Boulevard, East 14th Street, Bancroft, and MacArthur Boulevard). These four streets serve as the main entries into San Leandro from East Oakland. The most significant change has been made on East 14th Street, where a gateway monument in the center of the street clearly marks the entrance into San Leandro. Lower-profile entry markers have been placed along the other three streets.
- **Marina Boulevard east of I-880**. Like Davis Street, Marina Boulevard is one of the major points of entry into the City from the freeway. Much of the frontage between the Nimitz Freeway and San Leandro Boulevard has been redeveloped over the past decade and the street's character has changed from industrial to auto-oriented commercial. There are opportunities for a more positive statement here, particularly at the east end of the corridor, between Alvarado Street and San Leandro Boulevard. Landscaping, tree planting, and other design improvements on both public and private property are strongly supported.
- **Joaquin Avenue at Grand**. An entry marker has been placed at this location, providing a clear gateway for persons entering the City from Interstate 580. Similar markers could be placed on Dutton and Estudillo, since these roads carry the majority of traffic between I-580 and central San Leandro.

The City has also developed neighborhood gateways for major residential areas, such as Halcyon-Foothill, Davis West, and Broadmoor. Some neighborhoods presently lack gateway features and would benefit from such improvements in the future.

Several areas have been identified as priorities for future gateways. These include:

- **Doolittle Drive from Oakland to Davis Street**. Doolittle Drive is the major gateway into San Leandro from Oakland International Airport. Planned improvements were identified in the 1999 Airport Gateway Plan, prepared jointly by San Leandro and the City of Oakland. Tree planting, landscaping, and frontage improvements are planned to beautify this corridor, as well as the 98th Avenue and Hegenberger corridors in Oakland.


Oakland
Lake Chabot
Lake Chabot Rd
880
580
238
MacArthur Blvd
Durant Av
Dutton Av
San Leandro Creek
San Leandro Blvd
Adams Av
Bigge St
Callan Av
Estudillo Av
Juana Av
Dolores Av
Grand A
Sybil Av
Davis St
Washington Av
Benedict Dr
Bancroft Av
E. 14th St
150th Av
Fairmont Av
Doolittle Dr
Williams St
Teagarden St
Alvarado St
NIMITZ FWY
Marina Blvd
Merced St
Fairway Dr
Fremont Av
Halcyon Dr
Hesperian Blvd
Floresta Blvd
Neptune Dr
Wicks Blvd
Farallon Dr
Springlake Dr
Ashland
Manor Blvd
Fargo Av
Farnsworth St
Lewelling Blvd
San Lorenzo Creek
San Francisco Bay
San Lorenzo
Hayward
N
W
E
S
0 1000 2000 3000 4000 5000

LEGEND

Significant Views
Major Gateways
Key Gateway Streets
Well-defined edges
Major Activity Areas

COMMUNITY DESIGN FEATURES

FIGURE 7-2

San Leandro General Plan Update, 2002

Halcyon-Foothill
SAN LEANDRO

- **East 14th Street at Bayfair**. This is the major entry into the City from the south. A stronger gateway feature is particularly important here, as there are no obvious physical features that separate San Leandro from unincorporated Ashland. Alameda County's East 14th Street Urban Design Plan proposes a significant investment in tree planting, street lighting, sidewalk widening, and utility undergrounding in this vicinity.

- **Washington Manor Area gateways**. A number of gateways into the City exist along its southern boundary, including Hesperian Boulevard, Lewelling Boulevard, and Washington Avenue. Again, a stronger sense of arrival into San Leandro could be created through more prominent signage and landscaping at these locations.

- **Downtown Area gateways**. The Focus Area text for Downtown and the Downtown BART area (Chapter 3) identifies planned improvements to Downtown gateways, including San Leandro Boulevard, West Estudillo Avenue and West Joaquin Avenue. Changes to roadways, sidewalks, and planting areas are planned to provide safer, more inviting pedestrian connections between BART and Downtown San Leandro.

- **Marina Boulevard west of I-880**. The City is moving forward with the construction of a landscaped San Leandro Marina gateway at Marina Boulevard and Neptune Drive. Additional improvements should be explored along Marina Boulevard between this area and the Freeway.

Activity Centers

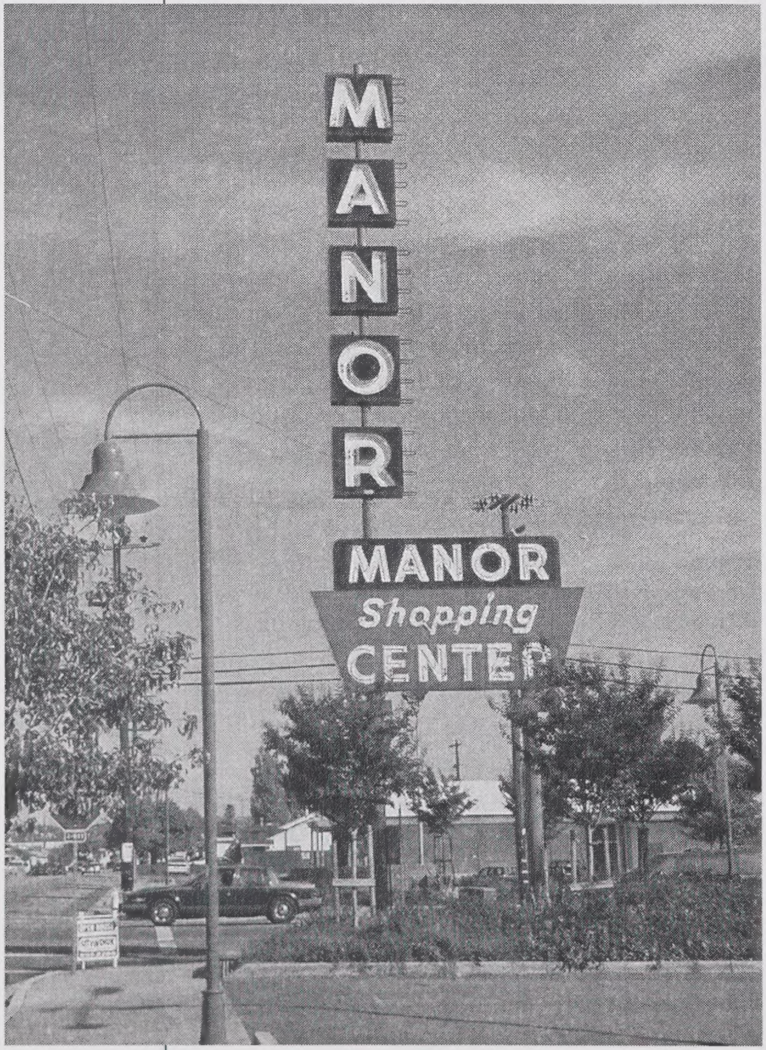
Activity centers are the places in a community where people gather. They can include shopping centers, transit stations, parks, civic buildings, office buildings, and other places that provide a focus for the day to day activities that go on in a city. The most successful and memorable activity centers usually serve multiple functions and are designed with pedestrians in mind. At one time, the Downtown Plaza was the major activity center in San Leandro. Although the Plaza's appearance has changed substantially during the last 50 years, there are plans to restore some its original design elements and function as a civic gathering place.

The Land Use Element sets forth a strategy to more clearly define activity centers in San Leandro, particularly Downtown and along East 14th Street. Adding amenities such as street trees and wider sidewalks can make these areas more attractive to visit. Placing parking lots to the rear of buildings instead of along the street frontage also can improve visual quality. Meanwhile, encouraging particular uses or promoting unique architectural themes can lend character and help these areas stand out from other parts of the City and region.

Views and Vistas

Views are also an important part of San Leandro's character. The hill neighborhoods feature dramatic and panoramic views across the City and surrounding region. Many shoreline areas also feature sweeping views, taking in the open waters of the Bay and landmarks on the western horizon. Elsewhere in the City, the San Leandro Hills form an attractive backdrop for many residential areas.

The City has taken steps to preserve panoramic views within the San Leandro Hills by limiting the height of new homes and additions and soliciting public input when new homes and major additions are proposed. Such measures should help preserve the defining qualities of Bay-O-Vista and other hillside neighborhoods. Elsewhere in the City, discretionary review is typically required for large homes and additions, creating an opportunity to protect privacy and preserve important views.



Visual Landmarks

One way to maintain civic identity is to preserve the structures or landscape features that provide orientation in the City. Visual landmarks need not be historic structures. For instance, the tallest building in San Leandro is the Kraft/General Foods factory—a structure not particularly renowned for its architectural beauty. The factory is nonetheless a quickly recognized focal point and hallmark of the San Leandro cityscape. The same might be said of the Bal Theater, St. Leander's Church, and some of the vintage signs along East 14th Street—or even the row of eucalyptus trees that follow San Leandro Creek.

There are opportunities to create new landmarks in developing parts of the City. Buildings in these areas can become points of visual interest by including architectural features (such as bell towers or spires) that can be appreciated from nearby areas.

Quality Construction and Design

The appearance of the City's buildings is probably the most obvious aspect of community design. Design guidelines have been prepared for a number of areas in San Leandro, such as Downtown and the North Area. These guidelines ensure that new development fits with the surrounding context and enhances the area's overall appearance. In each case, the guidelines reflect the City's aspirations for how each area should look, noting the qualities to be preserved or created as development takes place.

San Leandro's design review program may be expanded during the coming years to place a greater emphasis on corridor streets, City gateways, and older residential neighborhoods. The objective in such areas is not to require new buildings to mimic or copy adjacent structures. Rather, it is to encourage new buildings and additions that respect their surroundings. The general emphasis should be on the overall scale and mass of new structures rather than detailed or prescriptive standards.

In older areas with a strong sense of architectural character, neighborhood fabric can be easily disrupted by projects that are insensitive to neighbors, block views, or are excessively large or bulky. New construction in such areas should be compatible with prevailing building styles, heights, dimensions, and setbacks. In newer areas that lack defining characteristics, design guidelines should encourage architectural innovation and diversity. Such areas provide opportunities to create a stronger identity and set a higher standard for new development.

The quality of construction is also an important part of community design. The most highly regarded buildings in San Leandro tend to be those that are built of quality materials, with attention to detail and excellent craftsmanship. The City's plan checking and building inspection programs assure that new construction will meet a basic standard of quality and safety. An annual design awards program has been instituted by the City to recognize those who exceed this standard and demonstrate exemplary design and construction quality.

The City can be a role model for private property owners in the design and appearance of public facilities and properties. New community facilities, fire stations, libraries, and other public buildings should set an example by being attractively designed. Likewise, the School Districts and other public agencies should strive for architectural excellence and a high level of craftsmanship in new facilities and major remodeling projects.

Toward a More Visually Attractive City

Perhaps the most deeply ingrained impressions of San Leandro are formed by its thoroughfares and public spaces. In fact, many Bay Area residents may know San Leandro only as the "next three exits" on the freeway. Others know the City only from traveling through on BART or along East 14th Street. Although the opportunities to influence perceptions from these vantage points may be limited, the sheer volume of people passing through the City in this manner each day make it imperative to do whatever can be done to impart a positive impression.

The policies and actions under Goal 44 represent a citywide strategy to beautify the City's streets and public spaces. Components of this strategy include scenic highway designations, street trees, public art, utility undergrounding, sign control, lighting, and the inclusion of urban open spaces in new development areas. The City's Redevelopment Project Areas provide an important vehicle for implementing this strategy. One of the central goals of redevelopment in San Leandro is to remove blight and improve the visual quality of the City's commercial and industrial districts.

Scenic Highways

The 1989 San Leandro General Plan designated both the Nimitz and MacArthur Freeways as scenic highways. Although the designation was largely symbolic, it was intended to encourage Caltrans to invest in landscaping and decorative sound walls and sustain a high level of maintenance on both roads. The City continues to have a strong interest in participating in the design of any proposed changes to the freeways to ensure that they convey a favorable impression of San Leandro.

The 1989 General Plan also designated Davis Street, Marina Boulevard, Doolittle Drive (north of Davis), Fairmont Drive, Neptune Drive, and Estudillo Avenue/Lake Chabot Road as scenic highways. The designation does not necessarily mean that the roads are picturesque. Rather, it notes their importance in defining first impressions of the City. Thus, similar designations should be placed on Washington Avenue, East 14th Street, Hesperian Boulevard, Dutton Avenue, and San Leandro Boulevard (see Figure 7-2). The designation of these streets as scenic roadways effectively establishes them as priority areas for streetscape beautification projects.

Because most San Leandro streets have been in place for decades and have privately developed frontage, achieving an attractive appearance is not always easy. Typically, streets feel more "comfortable" when they create a sense of enclosure and are designed for pedestrians and bicyclists as well as vehicles. This may not be practical on streets like Marina Boulevard and Doolittle Drive but landscaping and lighting can still beautify the street environment. The extent of planting area, width and condition of the pavement, amount and speed of traffic, location of parking, and heights and setbacks of abutting buildings and signs, all determine whether the street is perceived as a comfortable civic space or merely a conduit for cars.

Please consult the Transportation Element (Chapter 4) for additional guidelines on improving the visual quality of City streets and making San Leandro more pedestrian friendly. In addition, the Focus Area discussions in Chapter 3 identify ways to improve the appearance of specific thoroughfares in the City.

Street Trees

Street trees positively affect the character of many San Leandro neighborhoods. They provide a source of natural beauty and an immediate connection to nature. Properly selected and maintained, street trees can turn a barren street into a park-like environment. Street trees also provide ecological benefits, such as habitat for wildlife, buffering of noise, and absorption of runoff and air pollutants.

Street trees are currently required in new subdivisions and are a key component of most commercial improvement programs in the City. For instance, tree planting was a major feature in the recent redesign of East 14th Street in the North Area. While these efforts have helped in the "greening" of several neighborhoods and shopping areas, a large number of trees continue to be removed in the City because of disease, age, hazards to nearby structures, and homeowner preferences. A more formalized citywide tree program is needed to guide tree selection, promote proper maintenance and care, and establish priorities for City tree planting efforts. There is also a need for better public education on the City's street tree installation and removal requirements.

Although San Leandro does not require tree removal permits on private property, the preservation and care of trees is strongly encouraged. There are several large "heritage" trees in the City which might be afforded a higher level protection due to their unique qualities or historic importance. Such trees should be conserved as long as they remain healthy and do not pose a hazard to nearby properties.

Public Art

Public art can include sculpture, statues, monuments, murals, fountains, and other forms of art which beautify public and private spaces in the City. Good public art can enrich civic spaces and celebrate local culture and history. It can enliven the imagination and spirit of the City.

San Leandro does not have a public art requirement for private development but encourages outdoor sculpture and public gathering places in major projects. The City itself has developed or funded a number of notable art pieces, such as the memorial to the Portuguese immigrant in Root Park. Notable opportunities for additional public art exist Downtown, in the BART Station areas, along the shoreline, and in the major activity centers along East 14th Street and at Bayfair.

Utility Undergrounding

One of the most widespread sources of visual blight along San Leandro's thoroughfares and in its neighborhoods is overhead utility wires. The City has worked with local utility companies for more than 30 years to place these wires underground, but the costs are very high and progress has been slow. An Undergrounding Master Plan, including a project priority list, has been developed by the City. East 14th Street has been identified as the City's top priority for undergrounding. However, this project and some of the others may be delayed by PG&E's recent financial insolvency.

Sign Control

Signs in San Leandro are regulated by the Zoning Code. During the past decade, enforcement of the Code has reduced visual clutter along the City's thoroughfares and encouraged more attractive and tasteful signage. It is important to regularly update the sign regulations to keep pace with changes in the types of signs and methods of advertising that are being used. Moreover, there is ongoing interest in upgrading aesthetic standards and developing more high quality signage, particularly for retail businesses and shopping centers. Design guidelines for major shopping streets should include provisions for signage which consider both business needs and aesthetic objectives.

Lighting

The lighting of streets and buildings should serve an aesthetic purpose as well as functional and safety purposes. Vintage lighting fixtures are an important part of the ambiance of older San Leandro neighborhoods such as Broadmoor. In commercial areas, lighting can define the mood along the street by night and enhance its appearance during the day.

The lighting of buildings is similarly important. Lighting should be an integral part of a building's architecture, particularly in pedestrian-oriented commercial districts. Uplighting of noteworthy structures and landscaping can showcase some of the City's best visual qualities. The way that signage is illuminated also can define an area's character and affect its overall appeal.

Urban Open Space

San Leandro should promote urban open spaces such as plazas and courtyards wherever the opportunities present themselves. Fountains, waterfalls, trees, sculpture, seating areas, and other amenities should be included in large development areas and in major public projects to enhance their appeal and visual interest. Where the spaces are large enough, street vendors, special events, art fairs, farmers markets, and similar events should be encouraged to create active street life and places where the public can gather. The areas around the Downtown BART station, the Downtown Plaza, and the streets between BART and Downtown provide the most immediate opportunities for these types of spaces. Opportunities for special paving, sidewalks, street furniture, and landscaping can enhance such spaces, while reinforcing the image of Downtown as the City center.

Goal: 38 Historic Preservation Program

Identify, preserve, and maintain San Leandro's historic resources and recognize these resources as an essential part of the City's character and heritage.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
38.01	**BROAD APPROACH TO PRESERVATION** Take a broad and comprehensive approach to historic preservation in San Leandro. Preservation efforts should recognize the City's cultural history as well as its architectural history, its neighborhoods as well as individual buildings, its natural landscape as well as its built environment, and its archaeology as well as its living history.	• Preservation Program
38.02	**ENHANCING LOCAL IDENTITY** Recognize the potential for publicly sponsored historic preservation programs and privately initiated historic preservation efforts to enhance San Leandro's identity as an attractive and distinct community.	• Preservation Program • Public/Private Partnerships
38.03	**PROGRAM DEVELOPMENT** Develop and maintain programs that recognize and protect historic sites, structures, trees, and other landscape features. ***Action 38.03-A: Downtown Plaza Revitalization*** *In accordance with the recently adopted Downtown Plan, pursue the revitalization of the historic Downtown San Leandro Plaza at Washington Avenue and East 14th Street.*	• Capital Improvement Program • Downtown Plan/Urban Design Guidelines • Preservation Program
38.04	**HISTORIC DISTRICTS** Encourage the formation of local historic districts in areas where historic sites and structures are concentrated. Such districts should provide for the preservation, restoration, and public recognition of the resources contained therein.	• Historic Districts • Preservation Program • Zoning Code

Action 38.04-A: Old San Leandro Historic District
Create an "Old San Leandro" Historic District in the vicinity of the Casa Peralta and Daniel Best House. An immediate follow-up effort to the General Plan should identify the boundaries of the District, along with specific programs for improvement and restoration. Development and design standards for the District should ensure that the area's historic ambiance and pedestrian scale is maintained as future development takes place. An Orchard Avenue Historic District ("Kanaka Row") also should be considered.

38.05 HISTORIC NEIGHBORHOODS

Promote the conservation of historic neighborhoods and the restoration of historic features in such neighborhoods, including structures, street lamps, signage, landscaping, and architectural elements.

- Design Guidelines
- Preservation Program
- Street Tree and Beautification Programs

Action 38.05-A: Neighborhood Conservation Districts (or Heritage Neighborhoods)
Establish neighborhood conservation districts (or "Heritage Neighborhoods") in parts of San Leandro characterized by pre-1940s era housing stock. Establish design guidelines for such areas that reflect prevailing architectural styles and scale, and promote compatible alterations and infill development.

310-312 Warren Avenue, approx. 1900

38.06 HISTORIC RESOURCE SURVEYS

Update, expand, and maintain inventories of San Leandro's historic resources, using criteria and survey methods that are consistent with state and federal guidelines.

Action 38.06-A: Criteria for Identifying Historic Resources

Develop and adopt criteria for identifying local historic resources, such as architectural characteristics, the age of the structure, aesthetic values, and association with historic events or individuals. Such criteria should be consistent with state and federal standards and should be incorporated in the City's Historic Preservation Ordinance.

Action 38.06-B: Expansion of the Historic Registry

Using the adopted criteria, update the City's historic resource inventory, create a digital photographic record of each resource, and establish a mechanism for maintaining and expanding the historic register in the future. At a minimum, buildings to be added to the register should include the Veterans Memorial Auditorium, McKinley and Washington Elementary Schools, and San Leandro City Hall.

- Preservation Program

38.07 PROTECTING RESOURCE INTEGRITY

Ensure that new development, alterations, and remodeling projects on or adjacent to historic properties are sensitive to historic resources and are compatible with the surrounding historic context. Ensure that the San Leandro Zoning Ordinance and any future design guidelines include the necessary standards and guidelines to implement this policy.

- Design Guidelines
- Historic Districts
- Landmarks Commission
- Zoning Code (L overlay)

38.08 RELOCATION OF HISTORIC STRUCTURES

Encourage the relocation of older structures into designated historic districts as an alternative to demolition and an incentive for restoration.

- Preservation Program

38.09 MAINTENANCE AND REHABILITATION

Strongly encourage the maintenance and upkeep of historic properties to avoid the need for costly rehabilitation and demolition. Demolition should only be allowed if the City determines that is necessary to protect health, safety, and welfare, and that the structure has no reasonable economic use.

- Code Enforcement
- Historic Pres. Ordinance
- Preservation Program

VETERANS MEMORIAL BUILDING

POLICIES AND ACTIONS *(Historic Preservation Program continued)*		IMPLEMENTATION STRATEGIES
38.10	**SEISMIC UPGRADES** Promote the upgrading and restoration of historic structures to meet current seismic safety codes, thereby reducing the potential for damage in an earthquake. Seismic rehabilitation projects should be sympathetic to the architectural character of the structure.	• Design Guidelines • Development Review • Preservation Program
38.11	**POST-DISASTER REPLACEMENT** In the event that a historic structure is damaged by fire or earthquake to the point where demolition is necessary, encourage the new structure to respect the historic architectural character and form of the building it replaces.	• Design Guidelines • Development Review
38.12	**ARCHAEOLOGICAL RESOURCES** Recognize the potential for prehistoric and historic archaeological resources and ensure that future development takes the measures necessary to identify and preserve such resources.	• CEQA • Development Review

Action 38.12-A: Archaeological Site Inventory
Maintain a data base on potential archaeological sites in the City and use this information when reviewing future development applications. Proximity to archaeological resources should be included as a criteria in the site plan review process.

38.13 PROTECTING THE RECENT PAST

Ensure that local preservation programs include structures from the recent past (after 1945) that represent unique or noteworthy examples of the architectural styles and trends of the time.

- Preservation Program

Captain Roberts Home, Lewelling Boulevard, 1878

Goal: 39 Defining the City's Role

Make protection of historic resources a high City priority, to be implemented through improved record keeping, adequately funded programs, and more effective regulatory measures.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

39.01 PRESERVATION AND CITY PLANNING

Recognize the importance of local historic and cultural resources in the City's long-range planning activities, including the General Plan, redevelopment project plans, and area or neighborhood plans. Maintain a historic preservation component in the General Plan, with periodic updates to reflect changing conditions, additional listings, and new preservation programs.

- City Operating Procedures
- Preservation Program

Action 39.01-A: Preservation Action Plan

Prepare a Historic Preservation Action Plan, which outlines in greater detail how General Plan historic preservation programs will be implemented and funded.

Action 39.01-B: Certified Local Government Designation

Take the steps necessary to have San Leandro designated as a Certified Local Government (CLG) for historic preservation purposes, thereby making the City eligible for State historic preservation fund grants. These steps include an updated survey of historic buildings, as described in Action 38.06-B.

39.02 PLANNING AND BUILDING DECISIONS

Ensure that day-to-day planning and building activities, including the issuance of building permits, demolition permits, zoning approvals, site plan approvals, and use permits, are consistent with and further the achievement of local historic preservation goals.

- CEQA
- City Operating Procedures
- Development Review
- Zoning Code

Action 39.02-A: Historic Preservation Staff

Explore the feasibility of creating a part-time staff position, or dedicating a portion of an existing staff member's time, to address historic preservation issues and research grant funding for preservation activities.

Action 39.02-B: Training Program

Establish an on-going training program for City Staff on local historic preservation standards and procedures.

Action 39.02-C: Amendments to Project Review Criteria

Amend the review criteria for site plans and other discretionary approvals to assess the sensitivity of a proposed project to historic resources.

Action 39.02-D: CEQA Compliance

Ensure that California Environmental Quality Act (CEQA) requirements for assessing potential impacts to historic resources are consistently followed when projects are proposed.

39.03 HISTORIC PRESERVATION ORDINANCE

Maintain a City Historic Preservation Ordinance that provides for the protection of historic resources within the City of San Leandro.

- Historic Pres. Ordinance

Action 39.03-A: Preservation Ordinance Update

Undertake a comprehensive review of the City's Historic Preservation Ordinance (Municipal Code Chapter 4-26) and make the revisions necessary to ensure that the policies in the General Plan can be effectively carried out.

39.04 REVIEW BOARD AUTHORITY

Ensure that the City commissions and departments assigned to implement historic preservation programs are given the resources, tools, and authority needed to carry out these programs.

- Library-Historical Commission
- Historic Pres. Ordinance

Action 39.04-A: Expanded Role for Library-Historical Commission

Expand City support for the Library-Historical Commission so that they may effectively implement the General Plan's historic preservation policies and actions. The Commission shall be provided with the necessary resources, as determined by the City Council, to make historic preservation a major focus of their efforts.

39.05 IMPROVED RECORD KEEPING

Improve City building permit and property records to ensure that historic properties can be readily identified when applications for these properties are submitted.

- Annual Budget
- City Operating Procedures

Action 39.05-A: GIS Data on Historic Resources

Incorporate information on historic properties into the City's Geographic Information Systems (GIS) and permit tracking systems.

39.06 HISTORIC PUBLIC BUILDINGS

Take a leadership role in historic preservation by maintaining and reinvesting in older public buildings, and by working with the local school districts to maintain and enhance historic school buildings.

- Annual Budget
- Capital Improvement Program
- Intergovernmental Coordination

39.07 **COMMUNITY PARTNERSHIPS**

Promote partnerships between the City of San Leandro, Alameda County, community groups, non-profits, and the private sector to advance historic preservation activities in the City and the sphere of influence.

- Intergovernmental Coordination
- Preservation Program
- Public/Private Partnerships

39.08 **CITIZEN-LED PRESERVATION EFFORTS**

Encourage and support grass-roots preservation efforts initiated by neighborhoods and community organizations. Provide technical support to such groups and encourage their participation in City-sponsored preservation surveys and activities.

- Library-Historical Commission
- Preservation Program

1408 Orchard Avenue, approx. 1900

Goal: 40 Public Awareness of Local History

Heighten public awareness of San Leandro's history and historic resources, both locally and throughout the Bay Area.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
40.01	**MEDIA DEVELOPMENT** Encourage the development of books, videos, pamphlets, exhibits, displays, and other media that commemorate San Leandro history and historic resources.	• Annual Budget • Preservation Program • Public Education and Outreach
40.02	**SPECIAL EVENTS** Promote festivals, walking tours, and special events that celebrate San Leandro history and culture.	• Public Education and Outreach

40.01 **MEDIA DEVELOPMENT**

Encourage the development of books, videos, pamphlets, exhibits, displays, and other media that commemorate San Leandro history and historic resources.

- Annual Budget
- Preservation Program
- Public Education and Outreach

Action 40.01-A: A Garden Grows in Eden
Update "A Garden Grows in Eden," the 1972 book on San Leandro's history, so that it adequately covers the second half of the 20th century. Update the centennial film that was produced to accompany the book.

Action 40.01-B: Local History Internet Site
Expand internet coverage of San Leandro history and historic resources, including a link from the City's web page to new sites on these topics (containing lists of historic sites, photos of historic structures, information on citizens who contributed to San Leandro history, etc.).

Action 40.01-C: Preservation Pamphlet
Prepare an informational pamphlet on the City's preservation program. The pamphlet should assist property owners in determining if their property is potentially historic, provide guidelines for the nomination and listing of historic properties, describe the benefits of listing, and outline the procedures for making alterations to listed structures.

40.02 **SPECIAL EVENTS**

Promote festivals, walking tours, and special events that celebrate San Leandro history and culture.

- Public Education and Outreach

Action 40.02-A: Volunteer Docent Program
Continue the volunteer docent program on San Leandro history, including speakers and walking tour leaders.

Action 40.02-B: Heritage Festivals
Continue the annual "Day at the Casa" and other special events commemorating San Leandro history. Explore the feasibility of an annual San Leandro Heritage Fair or integrating such an event into the annual Cherry Festival.

Action 40.02-C: Self-Guided Tour

Prepare an updated informational pamphlet or booklet on the local register of historic places, including a description of each site and a self-guided walking tour highlighting major landmarks.

40.03 SITE PLAQUES

Encourage the identification of historic resources with plaques and markers.

- Annual Budget
- Preservation Program

Action 40.03-A: Marker and Plaque Program

Expand the City's historic marker and plaque program, and develop a priority list for marking additional sites and structures.

40.04 COMMEMORATIVE ART

Promote murals, monuments, statues, and other forms of public art that commemorate San Leandro history and culture. Such projects should be incorporated in public buildings and major public works projects wherever feasible.

- Annual Budget
- Library-Historical Commission
- Preservation Program

40.05 COORDINATION OF PRESERVATION GROUPS

Encourage communication and collaboration among the different groups and organizations in the City that promote historic preservation, and among those groups that have an institutional knowledge of the City's history or historic resources. Support efforts by the San Leandro Historical Society and other preservation groups to play a greater role in public education and advocacy regarding the City's historic resources.

- Library-Historical Commission
- Preservation Program

Action 40.05-A: Preservation Design Awards

Continue to incorporate historic preservation (e.g., restoration projects) into local design awards programs.

Action 40.05-B: Expansion of Archives

Support the continued efforts of local historic preservation groups to collect photos and other archival materials on the City's history. A collection drive for the period since 1930 should be undertaken to augment the existing archives and cover this important period in local history.

40.06 **SCHOOL CURRICULA**

Continue collaborative efforts by the City, the school districts, the State of California, and local historic preservation groups to integrate San Leandro history lessons and field trips into local teacher training and educational curricula.

- Intergovernmental Coordination
- Preservation Program
- Public Education and Outreach

40.07 **CULTURAL INCLUSIVENESS**

Ensure that San Leandro's historic preservation efforts are culturally inclusive and recognize the contributions of the City's many ethnic groups to its development. Programs that trace the roots and celebrate the history of different ethnic groups should be strongly encouraged, along with outreach to minorities, youth and under-represented groups.

Action 40.07-A: Ethnic Histories

Work with local churches and community organizations to develop an outreach program focused on the cultural and social histories of various ethnic groups in the City.

- Library-Historical Commission
- Preservation Program
- Public Education and Outreach

40.08 **USE OF HISTORIC BUILDINGS**

Encourage the use of historic buildings for community events and the acquisition of important historic buildings for public use as a means of increasing awareness of local history.

Action 40.08-A: San Leandro History Room

Maintain the San Leandro History Room in the Main Library as a central repository for historic books, photos, records, and other materials associated with the City's history and expand these archives. Consider developing similar areas at branch libraries in the event the branches are rebuilt or remodeled.

- Capital Improvement Program
- City Operating Procedures

40.09 **FAMOUS "SONS" AND "DAUGHTERS"**

Encourage programs that honor San Leandro residents who have made significant contributions to local history.

- Library-Historical Commission
- Preservation Program

40.10 **HISTORIC INDUSTRY AND COMMERCE**

Expand awareness and recognition of the history of industry and commerce in San Leandro, and ensure that the local business community is fully engaged in discussions about preservation.

- Preservation Program
- Public/Private Partnerships

678 Juana Avenue, approx. 1890

Goal: 41 The Economics of Preservation

Recognize historic preservation as an economic development tool, while ensuring that preservation activities make economic sense for residents and businesses.

POLICIES AND ACTIONS	IMPLEMENTATION STRATEGIES

41.01 **FUNDING SOURCES**

Pursue a wide variety of grants and funds for future preservation efforts. Local benefactor programs, including corporate sponsorship, should be encouraged as a means of raising funds for preservation activities.

- Annual Budget
- Grants
- Public/Private Partnerships
- Redevelopment Project Funding

Action 41.01-A: Local Revolving Funds

Explore the feasibility of a local revolving fund offering low-interest loans to property owners for rehabilitation and preservation activities.

Action 41.01-B: State and Federal Funds

Apply for state and federal funding to implement local historic preservation programs, including the California Heritage Fund and the National Trust for Historic Preservation's Main Street Program Fund.

41.02 **TAX CREDITS AND INCENTIVES**

Encourage the use of federal and state historic preservation financial incentives, including historic preservation tax credit and tax relief programs.

- Business Development Programs
- Program Development

Action 41.02-A: Mills Act

Seek opportunities to use the California Mills Act and federal rehabilitation tax credit programs as financial incentives for historic building owners.

41.03 **ECONOMIC ASSISTANCE**

Promote local economic incentives and assistance programs for preservation. Explore the feasibility of other local programs that provide financial, technical, or legal assistance to those undertaking preservation activities in the City.

- Business Development Programs
- Redevelopment Project Funding

41.04 **PLANNING AND BUILDING CODES**

Ensure that local planning and building codes and procedures facilitate historic preservation.

- Building Code
- Zoning Code

Action 41.04-A: Removal of Regulatory Obstacles

Review San Leandro's zoning and building codes and procedures to identify potential obstacles to the reuse of historic buildings. Develop a strategy to remove or reduce such obstacles if they exist.

41.05 **PRESERVATION AND TOURISM**

Promote San Leandro's history and historic buildings in the City's business development efforts, and pursue opportunities for additional historic visitor attractions in the City.

- Business Development Programs
- Preservation Program

WASHINGTON SCHOOL
250

Washington School, 1916

Goal: Sense of Place

42

Promote a stronger "sense of place" in San Leandro.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

42.01 **GATEWAYS**

Develop landscaped gateway features to identify neighborhoods, business districts, and major city entryways. Gateways should incorporate design and graphic themes that help define a unique identity for each neighborhood and district.

- Annual Budget
- Capital Improvement Program
- Street Tree and Beautification Programs

Action 42.01-A: Gateway Improvement Program
Develop additional City gateway features along major thoroughfares and around the BART Stations. Add the following locations to the City's existing list of gateways to be enhanced: Lewelling Boulevard and Hesperian Boulevard (from Ashland) and Bancroft Avenue (from Oakland).

Action 42.01-B: Neighborhood Gateways
Expand the neighborhood gateway sign program and explore funding sources, potential sites, and potential designs for additional gateway signs.

42.02 **GRAPHICS AND SIGNAGE**

Establish citywide graphics and signage standards that help provide a better sense of municipal boundaries. An example might be the consistent use of the City logo (or the use of distinctive lettering and color schemes) on City street and directional signs.

- Capital Improvement Program
- Engineering Development Standards

Action 42.02-A: Citywide Directional Sign Program
Develop a citywide directional sign program with coordinated graphic design elements and place such signs along major thoroughfares throughout San Leandro. Directional signs should be used not only to orient travelers but also to provide a sense of continuity within the City.

42.03 **URBAN DESIGN IMPROVEMENTS**

Use urban design elements such as bollards, pavers, fountains, signage, tree lighting, and street furniture (newspaper racks, benches, bus stops, planters, trash receptacles, bike racks, etc.) to establish a stronger design identity for San Leandro's commercial areas and make the street environment more inviting for pedestrians.

- Capital Improvement Program
- Design Guidelines
- Redevelopment Project Funding
- Street Tree and Beautification Programs

42.04 ARCHITECTURAL CONSISTENCY

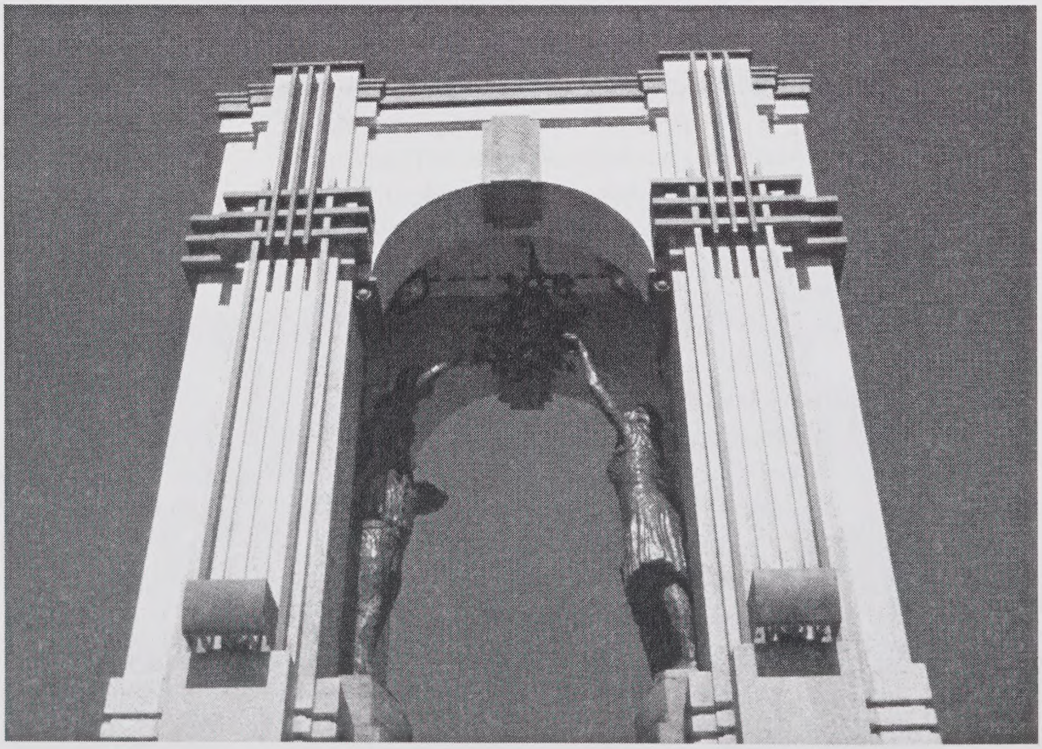
In established neighborhoods, protect architectural integrity by requiring infill housing, replacement housing, and major additions or remodels to be sensitive to and compatible with the prevailing scale and appearance of adjacent development.

- Design Guidelines
- Development Review

Action 42.04-A: Design Guidelines for Infill Housing
Create residential design guidelines and/or development standards for infill development. These guidelines and/or standards should ensure that new homes and subdivisions are compatible with the various architectural styles and character of different San Leandro neighborhoods.

Action 42.04-B: Small Lot Single Family and Multi-Family Design Guidelines
Prepare design guidelines for small lot single family home and multi-family developments which ensure that such developments do not appear overly dense and require that ample amounts of useable open space are required.

Action 42.04-C: Neighborhood and Business Profiles
Develop neighborhood pamphlets, service directories, historical profiles, and other public information materials that reinforce the sense of San Leandro as a City of distinct neighborhoods. Support the Chamber of Commerce's efforts to develop similar directories for merchants and local shopping districts.



42.05 **SHOPPING DISTRICTS**

Encourage the development of well-defined shopping districts along the City's commercial streets. Development within each district should meld together existing uses, establish greater design continuity, and improve the connections to nearby neighborhoods.

- Design Guidelines
- Development Review
- Street Tree and Beautification Programs

Action 42.05-A: District Streetscape Improvements

Expand the use of banners and other streetscape improvements to define shopping districts on San Leandro's major thoroughfares.

42.06 **PROGRAMMED ACTIVITIES**

Encourage programmed activities, such as farmers markets and outdoor performances, within commercial centers and civic areas.

- City Operating Procedures

42.07 **VISUAL LANDMARKS**

Promote the development of "signature" buildings and monuments that provide visual landmarks and create a more distinctive and positive impression of San Leandro within the greater Bay Area. Local design guidelines should ensure that such buildings and monuments respect the character, scale, and context of the surrounding area.

- Design Guidelines
- Development Review

42.08 **COMMUNITY INVOLVEMENT**

Encourage the involvement of the community in the development of urban design plans and improvement programs.

- Public Education and Outreach

(see also Goal 5 on Citizen Participation)

Goal: 43 Quality Construction and Design

Ensure that new construction and renovation contributes to the quality and overall image of the community.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

43.01 PROMOTING QUALITY DESIGN

Use the development review and permitting processes to promote high quality architecture and site design. Design review guidelines and zoning standards should ensure that the mass and scale of new structures are compatible with adjacent structures.

- Design Guidelines
- Development Review
- Zoning Code

Action 43.01-A: Planning Code Review

Review the City's zoning, building, and subdivision standards to ensure that they support and contribute to the urban design principles set forth in the updated General Plan.

Action 43.01-B: Incentives for Design Amenities

Develop zoning incentives (such as floor area bonuses) for projects that incorporate special architectural design features, such as landscaped courtyards or plazas.

43.02 ARCHITECTURAL DIVERSITY

In newly developing neighborhoods, promote architectural diversity and variety. Encourage variations in lot sizes, setbacks, orientation of homes, and other site features to avoid monotony and maintain visual interest.

- Design Guidelines
- Design Review

43.03 MULTI-FAMILY DESIGN

Establish high standards of architectural and landscape design for multi-family housing development. Boxy or massive building designs should be avoided, ample open space and landscaping should be provided, and high quality construction materials should be used.

- Design Guidelines
- Development Review
- Zoning Code

Action 43.03-A: Review of Multi-Family Zoning Standards

Review open space requirements, setback standards, and other design and development standards for multi-family housing to ensure that such housing is attractively designed and is compatible with the surrounding community.

43.04 PERMITTING AND INSPECTION

Maintain building inspection and code enforcement procedures that ensure that all construction is properly permitted, and that construction is completed as approved.

- City Operating Procedures
- Code Enforcement
- Development Review

43.05 CRAFTSMANSHIP

Encourage a high level of craftsmanship in new construction, and the use of exterior materials and façade designs that enhance the appearance of the City.

- Building Code
- Design Guidelines
- Development Review

43.06 ARCHITECTURAL INTEREST

Encourage new structures to incorporate architectural elements that create visual interest such as trellises, awnings, overhangs, patios, and window bays. Avoid solid or blank street-facing walls.

- Design Guidelines
- Development Review

43.07 COMMERCIAL AND INDUSTRIAL STANDARDS

Improve the visual appearance of the City's commercial and industrial areas by applying high standards of architectural design and landscaping for new commercial and industrial development and the re-use or remodeling of existing commercial and industrial buildings.

- Conditional Use Permits
- Design Guidelines
- Development Review
- Zoning Code

(see also Action 10.01-B regarding the preparation of commercial and industrial design guidelines)

Washington Manor
SAN LEANDRO

POLICIES AND ACTIONS *(Quality Construction and Design continued)*		**IMPLEMENTATION STRATEGIES**
43.08	**SIGNAGE** Encourage commercial signage that is compatible with the building and streetscape, enhances the character of the surrounding area, and is not intrusive to nearby residential areas.	• Conditional Use Permits • Design Guidelines • Development Review • Zoning Code
43.09	**COMMERCIAL REINVESTMENT** Provide incentive programs that encourage reinvestment in the City's commercial properties, especially older shopping centers, vacant businesses, and outdated or blighted structures. ***Action 43.09-A: Design Assistance Program*** *Continue programs to assist business owners with exterior upgrades to commercial buildings, including design assistance, awning improvement, landscaping, and painting.* ***Action 43.09-B: Shopping Center Rehabilitation*** *Initiate a pilot program to rehabilitate one or more of the City's 1950s-era neighborhood shopping centers with a "fifties retro" design theme. Work with neighborhood shopping center owners to explore funding sources and design.*	• Business Development Programs • Redevelopment Project Funding

(See also Action 7.06-A on renovation assistance)

POLICIES AND ACTIONS *(Quality Construction and Design continued)* **IMPLEMENTATION STRATEGIES**

43.10 BUSINESS OUTREACH

Encourage communication and outreach to the business community in the development of strategies to upgrade commercial and industrial properties.

Action 43.10-A: Annual Design Awards

Continue annual awards programs and other forms of public recognition for projects of merit in architecture, landscape architecture, and planning. Ensure that these programs are well publicized and covered by the media.

Implementation Strategies:

- Public Education and Outreach
- Public/Private Partnerships

Goal: 44 A More Visually Attractive City

Create a more visually attractive City, with well-landscaped and maintained streets, open spaces, and gathering places.

POLICIES AND ACTIONS **IMPLEMENTATION STRATEGIES**

44.01 GREENING SAN LEANDRO

Promote landscaping, tree planting, and tree preservation along San Leandro streets as a means of improving aesthetics, making neighborhoods more pedestrian-friendly, providing environmental benefits, and creating or maintaining a parklike setting.

Action 44.01-A: Street Tree Master Plan

Develop, adopt, and implement a Street Tree Master Plan that includes planting guidelines and palettes and a program to increase the number of trees along San Leandro streets. Once the Master Plan is adopted, establish a citywide neighborhood beautification strategy in which specific areas are targeted each year for street tree planting, landscaping, and other public improvements.

Action 44.01-B: Funding for Tree Planting and Care

Regularly apply for grants, low interest loans, and other funding sources for landscaping, street tree planting, urban forestry, and neighborhood beautification.

Implementation Strategies:

- Annual Budget
- Grants
- Public Works Services
- Redevelopment Project Funding
- Street Tree and Beautification Programs

44.02 TREE MAINTENANCE

Encourage tree maintenance practices that contribute to the long-term health and appearance of the City's urban forest.

- Public Education and Outreach
- Public Works Services

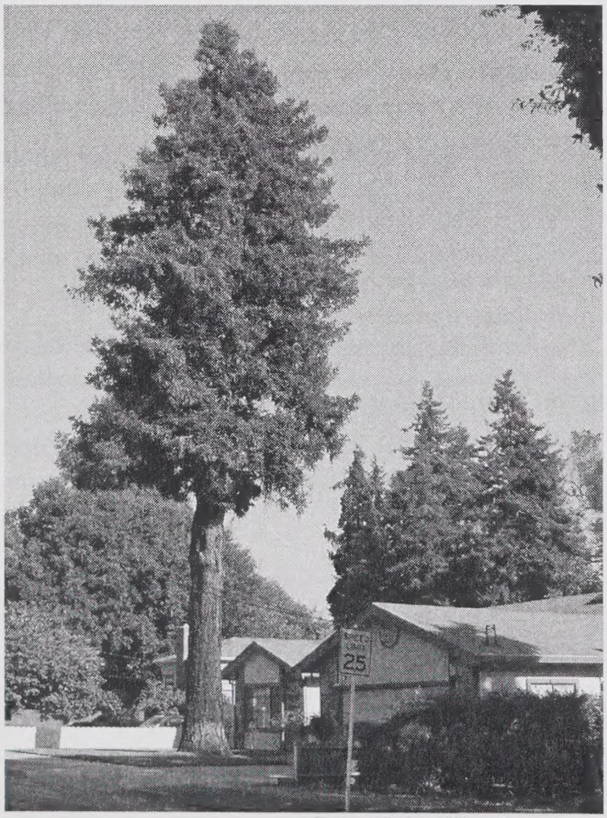
Action 44.02-A: Public Education on Tree Issues
Promote public education and awareness of tree planting, removal and care issues.

44.03 TREE REMOVAL AND REPLACEMENT

Discourage the removal of healthy trees and require replacements for any trees that are removed from street rights-of-way. Where healthy trees must be removed, consider their relocation to other suitable sites instead of their disposal. Encourage the preservation and proper care of mature trees throughout the City, particularly those which may have historic importance or contribute substantially to neighborhood character.

- Development Review
- Municipal Code and Ordinances

Action 44.03-A: Tree Preservation
Investigate methods to: (a) encourage the protection of historic, landmark, and heritage trees; (b) provide incentives for property owners to maintain significant trees and reduce the burden of maintenance; (c) provide greater protection for public trees located within the street rights-of-way; and (d) require preservation of large, mature or significant trees on new development sites.



Heritage Redwood Trees, Juana Avenue

44.04 URBAN OPEN SPACE

Encourage the incorporation of landscaped open spaces, such as plazas, courtyards and pocket parks, within new development and redevelopment projects.

- Design Guidelines
- Development Review
- Zoning Code

Action 44.04-A: Paving of Planter Strips

Develop an ordinance or zoning amendment to prohibit the paving of planter strips along City streets, except where these strips are narrow and such a prohibition would be impractical. Initiate a program wherein, at the request of the homeowner, the City will remove existing concrete planter strips so that they may be replaced with landscaping and street trees.

44.05 STREET BEAUTIFICATION

Upgrade the City's commercial thoroughfares by building upon their existing strengths and improving their aesthetic qualities. The City should implement programs to underground utilities, abate weeds and graffiti, eliminate litter, improve buffers to adjacent residential uses, prohibit excessive or out-of-scale signage, remove billboards, and provide streetscape amenities and landscaping along these thoroughfares.

- Annual Budget
- Capital Improvement Program
- Code Enforcement
- Public Works Maintenance
- Redevelopment Project Funding

Action 44.05-A: Sign Control

Revise the City's sign ordinance to address a variety of design quality and aesthetic issues. Particular attention should be placed on the use of pennants, banners, inflatables, free-standing shopping center signs, and shopping center tenant signage.

Action 44.05-B: Billboard Removal

Develop strategies for accelerating the removal of billboards along San Leandro streets.

Action 44.05-C: Industrial Landscape Standards

Develop landscape standards and beautification programs to improve streets in industrial areas. Such programs should address pedestrian and bicycle improvements, streetscape improvements, undergrounding of utility lines, signage, and façade improvements.

Action 44.05-D: East 14th Street Utility Undergrounding

Establish the undergrounding of utilities along East 14th Street as the City's highest priority for the expenditure of Rule 20A (undergrounding) funds.

44.06 PUBLIC ART

Encourage the siting of public art in civic open spaces, around public buildings, and within new development areas. Public art should reflect and express the diversity of the City.

- Annual Budget
- Design Guidelines

44.07 LIGHTING

Encourage street and parking lot lighting that creates a sense of security, complements building and landscape design, is energy-efficient, and avoids conflicts with nearby residential uses.

- Building Code
- Design Guidelines
- Engineering Development Standards

44.08 NEIGHBORHOOD CLEAN-UPS

Support and encourage neighborhood clean-up and beautification projects.

- City Operating Procedures
- Public Education and Outreach

Action 44.08-A: Penalties for Dumping

Strengthen local ordinances, fines, and penalties for illegal dumping and littering.

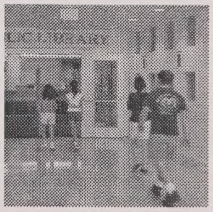
44.09 PERIMETER AREAS

Encourage cooperative efforts with Alameda County and the City of Oakland to beautify nearby areas outside the San Leandro City limits.

- Intergovernmental Coordination

CHAPTER 8

Community Services and Facilities



CHAPTER

8

COMMUNITY SERVICES AND FACILITIES

A. OVERVIEW

This Element of the General Plan addresses the provision of community services and public facilities. Although the Community Services Element is not explicitly required by State law, the topics addressed here are an integral part of the City's overall planning strategy and a basic consideration in setting growth and development policy. Policies supporting quality schools and libraries, excellent police and fire services, and well maintained infrastructure are essential to achieve broader development objectives and support the kind of growth envisioned by the General Plan.

The size of San Leandro's population is projected to be relatively stable during the next 15 years. Nonetheless, continued investment in public facilities and services is required to sustain existing services and respond to changing needs in the community. The City has witnessed dramatic demographic change during the last decade. San Leandro has many more young children, more frail elderly, more non-English speaking residents, and more ethnic diversity than it did a decade ago. As times change, community services must change too, ensuring that all residents are effectively served.

The City is only one of the entities providing public services to San Leandro residents and businesses. San Leandro is also served by two school districts, a County Fire Department, two sanitary districts, a regional water agency, a County Flood Control agency, and a myriad of social service agencies, including public agencies, non-profit corporations, and private businesses. The City also has an active faith community, and a variety of fraternal and civic organizations. Coordinating these agencies and organizations is an important part of community building in San Leandro. The General Plan aims to build partnerships between the City, other agencies, and the private and non-profit sectors to reach the greatest number of persons possible.

This chapter divides community services into four major categories: public safety (law enforcement and fire), education and information services (schools and libraries), social services (child care, youth, seniors, and cultural arts), and infrastructure (water, sanitary sewer, and drainage). The first part of the chapter profiles each service category and presents the major planning issues; the second part presents goals, policies, and actions.

Please consult Chapter 5 for a discussion of park and recreational services.

Law Enforcement

Law enforcement in San Leandro is provided by the City's Police Department. The Department's headquarters are located at 901 East 14th Street in the Civic Center complex. The Department also maintains a satellite unit at the City Connection store in Bayfair Mall. San Leandro is divided into seven "beats" for patrol functions. Each beat is patrolled by at least one officer on a 24-hour basis.

In 2001, personnel included 96 authorized (or sworn) officers, equating to a ratio of about 1.2 sworn officers per 1,000 residents. This is lower than the national average of 1.8 but is close to the average ratio for cities in Alameda County. The Department also has 43 civilian staff, slightly more than it did a decade ago.

San Leandro has experienced a steady decrease in serious crime since the mid-1990s, with a 32 percent drop in reported incidents between 1995 and 2000. Despite this decrease, the number of calls for service has been increasing by about three to five percent a year. In 2000, the Department received 84,000 calls, or about one call for each resident in the City.

The high priority assigned to public safety in the community will require continued investment in police services in the coming years. Regular upgrading of equipment will be needed to incorporate new technology and improve response speed. Additional facilities may be needed for storage of evidence and seized vehicles. Perhaps most importantly, additional investment in human resources will be needed so that the Department can effectively build bridges to the community and continue its long-standing tradition of community policing. Partnerships between the Police Department, neighborhood groups, businesses, and schools are a critical part of maintaining a safe community.

San Leandro will continue to assist residents in organizing neighborhood watch and local crime prevention programs. The City will regularly apply for grants to fund D.A.R.E. (Drug Abuse Resistance Education) and other programs offering outreach and assistance to local youth. Through participation in community events and liaison to local homeowners associations and civic groups, the Police Department will continue to work toward building a sense of safety and security in the City. Public information and media relations are an important part of this effort, both to advise the community of the resources at hand and to address public concerns about crime. Many of the non-core services provided by the Department, such as the bicycle patrol program, the school crossing guard program, crime prevention training, and animal control are also an important part of this effort. These programs all contribute to the Department's role as an integral part of the San Leandro community and create a stronger alliance between the Police Department and the public at large.

Fire Protection

The City of San Leandro Fire Department was consolidated with the Alameda County Fire Department in July 1995. The County Department maintains offices at City Hall and staffs five fire stations in San Leandro. The Department is responsible for fire suppression and prevention, emergency medical response, hazardous materials and disaster response, rescue, and community education and training. It has mutual response agreements with the Oakland Fire Department for coverage of Bay-O-Vista and the South Oakland Hills, and mutual aid agreements with other departments in the County for major emergencies. Response time to calls is typically under five minutes and there are few fire fighting constraints. This enables the City to maintain a favorable Insurance Service Office (ISO) rating.

As a nearly built out City, San Leandro's principal fire protection objective is to maintain and enhance the high level of service now provided to residents and businesses. This will require replacement of aging fire-fighting equipment, improvements to (and in some cases, replacement of) fire stations, and upgrades to the water supply and hydrant system in cooperation with the East Bay Municipal Utility District. The Fire Department has developed a schedule for the retirement of specific pieces of equipment and regularly funds new vehicle acquisitions. Although there are no major water service constraints in the City, the Department's goal is to ensure that water service is adequate for fire fighting purposes wherever land is developed or redeveloped.

Two of the City's fire stations are in the process of being replaced. One is under construction on Catalina Street near Farallon Drive. The other is planned in the vicinity of Williams Street and Merced Street. The Department may consider new stations in the future as funds allow.

Like the City's Police Department, Alameda County Fire recognizes the importance of building a close working relationship with the community. Fire Department personnel and equipment are a regular presence at community events and other public forums. The Department maintains active public education, CPR training, paramedic services, weed abatement, and emergency training programs, providing day-to-day contact with the public. The Department also works closely with City staff to review building permits and development applications, to ensure that adequate provisions are made for fire protection and emergency access before new projects are approved.

C. EDUCATION AND INFORMATION SERVICES

Schools

San Leandro is served by two school districts. The San Leandro Unified School District serves about three-quarters of the City's students, and the San Lorenzo Unified School District serves the remaining one-quarter. The boundaries of the two districts and locations of schools in San Leandro are shown in Figure 8-1. Most of the San Lorenzo Unified School District is beyond San Leandro's boundaries, as that District also includes the unincorporated communities of San Lorenzo, Ashland, Cherryland, and parts of the City of Hayward.

San Leandro Unified School District (San Leandro USD)

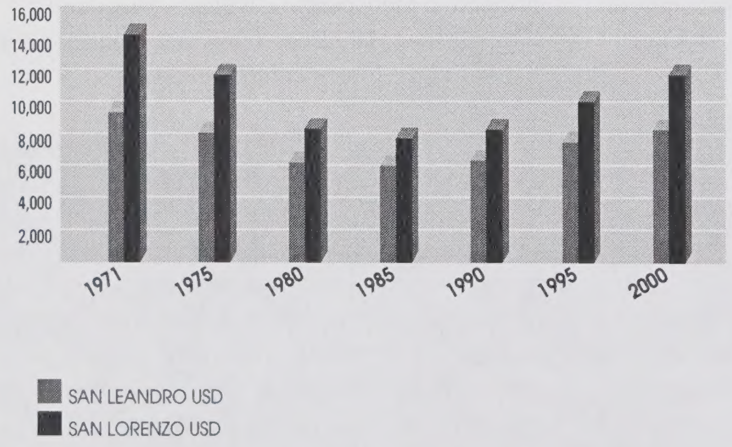
The San Leandro USD operates eight elementary schools, two middle schools, a comprehensive high school, and a continuation high school in San Leandro. The District also provides educational services to San Leandro residents through an independent study program for Grades 9-12 and a variety of adult education programs.

Enrollment at San Leandro USD schools declined steeply during the 1970s but began rising again in the mid-1980s. This trend mirrored nationwide trends and was the result of a number of factors, including a larger number of persons of child-bearing age, an increasing birth rate, housing construction, and demographic changes within the community. Compounded by the closure (and sale) of several schools during the 1970s and 1980s and class size reduction programs approved by the State in 1997, most of the District's campuses are now at or above capacity. Enrollment in 2000-2001 is about 8,400 students, up 22 percent from 1994 and 45 percent from 1984.

The District is undergoing a major facilities modernization and expansion program, made possible by a voter-approved $53.8 million bond measure. Recently completed projects include seismic retrofitting of the Muir and Bancroft School gymnasiums and a new academic wing at Roosevelt School.

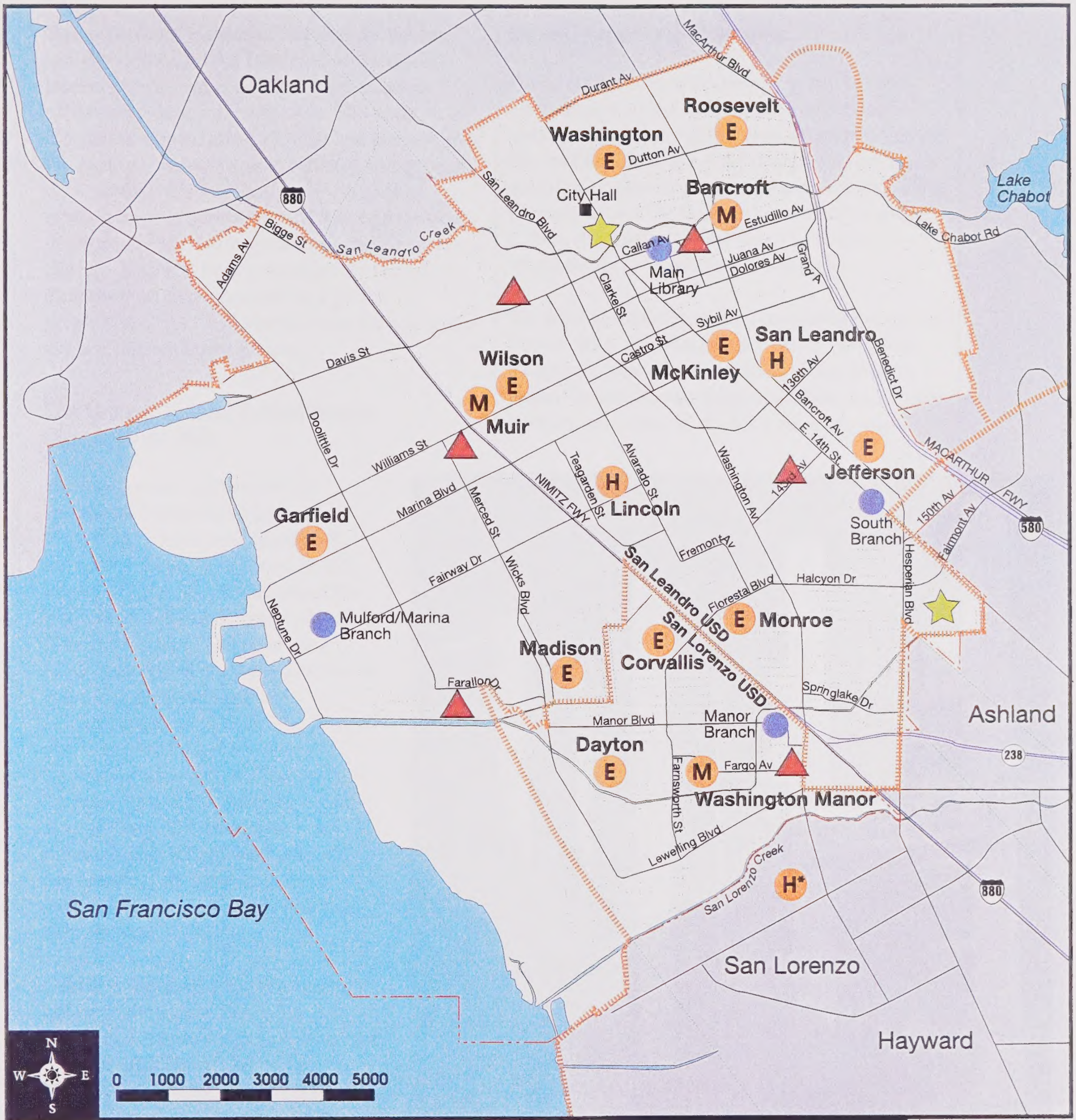
Work on a new wing at San Leandro High School, the largest single project funded by the bond, is underway. Although the bond initiative provided a significant revenue source for modernization, another $133 million would be required to meet all needs identified by the District. Some of this shortfall may be covered by the state, although local matching funds are required in most instances. Projects are generally prioritized based on health and safety issues, time constraints, growth issues, programmatic issues, and cash flow issues.

CHART 8-1 San Leandro and San Lorenzo USD Historic Enrollment



Source: San Leandro USD, Lapkoff and Gobalet Demographic Research, 2001.
(Enrollment for San Lorenzo USD includes unincorporated San Lorenzo, Ashland, and Cherryland. The portion of the San Lorenzo USD within San Leandro has grown more slowly than other parts of the District during the last 10 years.)

After declining in the 1970s and early 1980s, school enrollment in San Leandro has been rising steadily for the last 15 years.


Oakland
Durant Av
MacArthur Blvd
Roosevelt
E
Washington
E
Dutton Av
City Hall
Bancroft
M
Estudillo Av
Lake Chabot
Lake Chabot Rd
880
Bigge St
Adams Av
San Leandro Creek
San Leandro Blvd
Callan Av
Main Library
Juana Av
Dolores Av
Grand A
Clarke St
Sybil Av
Castro St
San Leandro
H
E
McKinley
Benedict Dr
136th Av
Davis St
Wilson
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M
Muir
Bancroft Av
E. 14th St
E
Jefferson
Doolittle Dr
Williams St
Teagarden St
Alvarado St
H
Lincoln
Washington Av
143rd Av
MACARTHUR FWY
580
South Branch
150th Av
Fairmont Av
Garfield
E
Marina Blvd
Merced St
NIMITZ FWY
Fremont Av
Hesperian Blvd
Halcyon Dr
Fairway Dr
Wicks Blvd
San Leandro USD
San Lorenzo USD
Floresta Blvd
E
Monroe
Neptune Dr
Mulford/Marina Branch
Madison
E
E
Corvallis
Farallon Dr
Springlake Dr
Ashland
Manor Blvd
Manor Branch
238
Dayton
E
Farnsworth St
M
Fargo Av
Washington Manor
Lewelling Blvd
San Lorenzo Creek
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880
San Francisco Bay
San Lorenzo
Hayward
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LEGEND

- E Elementary School
- M Middle/Jr High School
- H High School
- ▨ School District Boundary
- ● Library
- ▲ Fire Station
- ★ Police Station

*Arroyo High School is outside of the San Leandro City limits but serves San Leandro students from the Manor-Bonaire neighborhoods.

COMMUNITY FACILITIES

FIGURE 8-1

San Leandro General Plan Update, 2002

The most recent enrollment forecasts for the San Leandro Unified School District show continued student growth, but at a slower pace than was experienced during the late 1990s. Mid-range forecasts anticipate about an 8 percent increase over the next four years. Actual enrollment will depend on a number of factors, including the pace of housing construction in the City. The Cherrywood development alone is expected to produce about 200 new students. Future development is likely to yield fewer students per unit, as a greater percentage of the City's development shifts to mixed use and higher density housing.

San Lorenzo Unified School District (San Lorenzo USD)

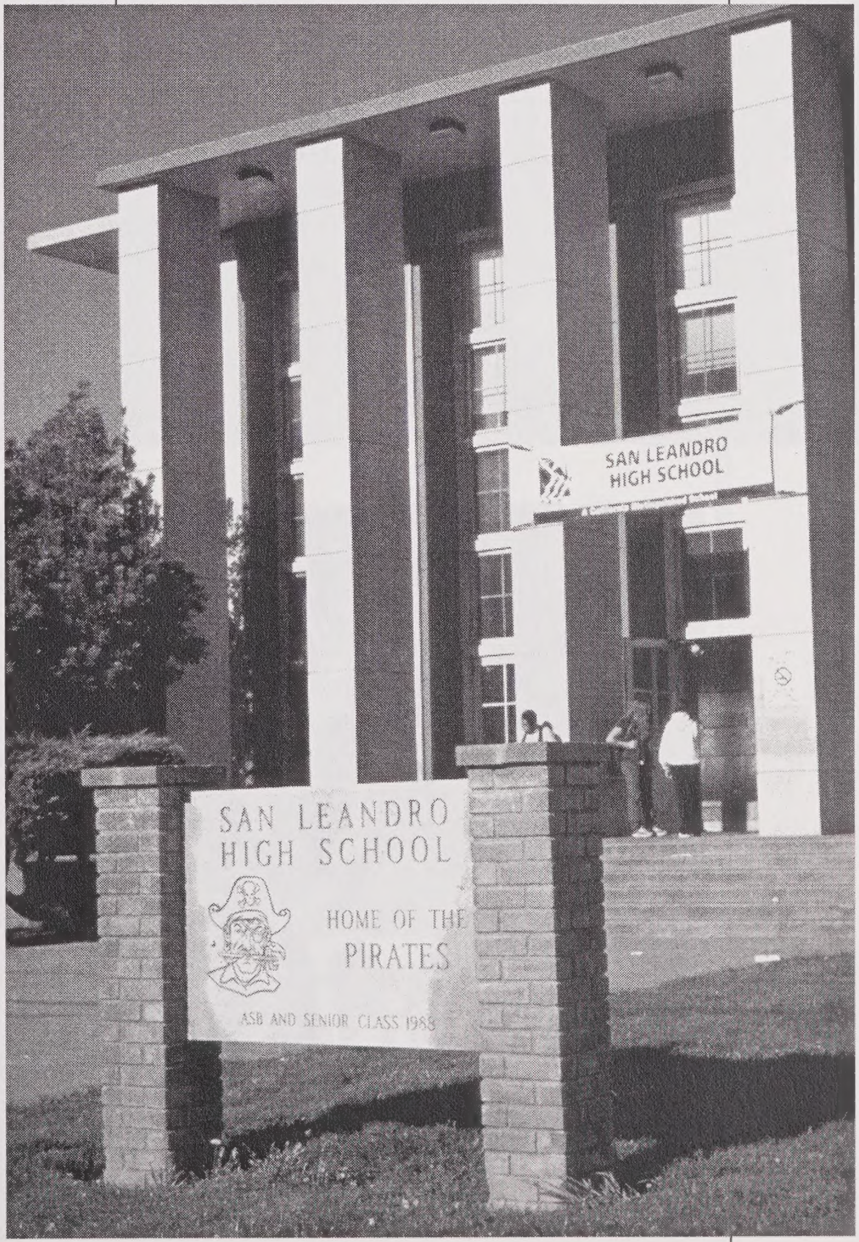
The San Lorenzo USD serves K-5 students at Corvallis and Dayton Elementary Schools and Grades 6-8 students at Washington Manor Middle School. Dayton School was closed for many years and only recently reopened. Washington Manor had been an elementary school but was converted to a middle school after grade reconfiguration in 1998/99. The District also leases the former Lewelling Elementary School to the Chinese Christian School, providing services to K-12 students. The District does not operate a high school within the San Leandro City limits; most 9-12 students attend Arroyo High School in San Lorenzo.

Overall enrollment in the San Lorenzo USD rose during the 1990s, but at a slower rate than that experienced by the San Leandro USD. All three of the District's San Leandro campuses are close to capacity. Although the General Plan anticipates no residential growth for the portion of the San Lorenzo USD within San Leandro, the schools could still be impacted by growth in San Lorenzo and Ashland, as well as demographic changes in the Manor neighborhood.

Shared Issues and Concerns

Public education is a top priority in San Leandro. Although the School Districts are independently governed agencies, collaborative efforts between the City and the Districts are important to ensure that a quality educational system is sustained. Participation of residents and the business community is needed to fully realize the General Plan Vision of a "commitment to excellence in education."

The most immediate concern, resonating throughout General Plan workshops and advisory committee meetings, is that of overcrowding at San Leandro Unified School District campuses. There are no easy answers, and possible solutions are made more



complicated by the lack of potential school sites, limited funding, and State restrictions on development impact fees. Portable classrooms have been effective as a short-term solution but are not sustainable in the long-run. While parents are exploring new options, such as charter schools, the School Board continues to look for new funding sources and other ways to alleviate overcrowding.

The quality of education offered to San Leandro students is another issue of great importance. Policies and actions in this General Plan emphasize the potential contributions that local residents and businesses can make to education, from mentoring and employment programs to sponsorship of capital improvement and rehabilitation projects. Many of the City's business development programs, such as fiber optic cabling and the attraction of technology companies, hold potential benefits for the City's schools. The flip side of this issue is that a first class school system supports the City's economic development goals and can help attract business investment and quality jobs to the City.

Physical plant issues also require ongoing communication between the City and the schools. Issues such as traffic and parking around school campuses, crossing guards and student safety, and the use of school fields for City recreation programs, require a close working relationship between City and School District staff. A Committee of City Council and School Board members exists to address these and other issues of mutual concern.

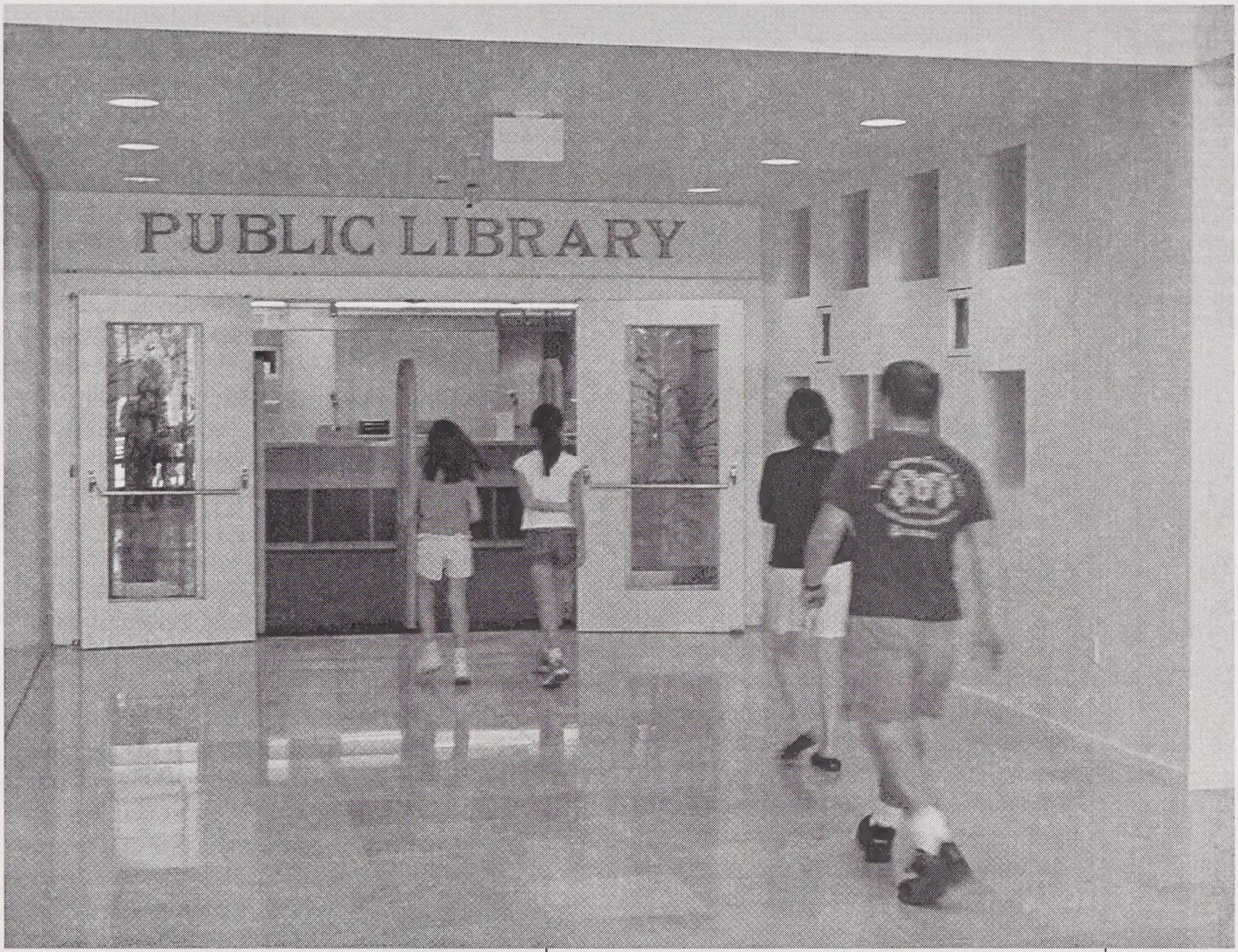
Please consult the Open Space, Conservation, and Parks Element (Chapter 5) for a discussion of school recreational facilities and joint use agreements

Library and Information Services

San Leandro encourages the free exchange of ideas and information through its library system. The City has a long tradition of treating its libraries as neighborhood and community gathering places. The Main Library is the site of frequent open houses, fairs, and community events. Its programs provide opportunities for life-long learning and skill development among all residents.

San Leandro's 70,000 square foot Main Library is located at 300 Estudillo Avenue. The facility reopened in December 2000 following a multi-million dollar seismic upgrade and modernization.

WILSON SCHOOL
SAN LEANDRO • CALIFORNIA
WILSON SCHOOL
SAN LEANDRO • CALIFORNIA



The upgraded library meets the floor area standards established by the American Library Association and will enable the City to continue to provide quality library services and community program space for many years to come. The facility contains a large multi-media section, is wired for fiber optics, and includes numerous on-line terminals.

Three branch libraries are located at 1307 Manor Boulevard (Manor Branch), 13699 Aurora Drive (Mulford-Marina Branch), and 14799 East 14th Street (South Branch). These facilities all receive heavy use and are important community resources. All three libraries would benefit from additional floor space and technology upgrades. The Manor and South Branches would benefit from additional parking. The City recently purchased a medical office building adjacent to the Manor Library and may relocate the library to this building. The existing library building would be demolished for parking or renovated for another municipal use. Although there are no plans to rebuild the Mulford-Marina and South Branch libraries at this time, opportunities for funding and modernization should continue to be pursued.

D. SOCIAL SERVICES

Social services coordinated by the City of San Leandro include child care, youth and family programs, and senior services. The City offers a number of programs which provide benefits directly to these groups. However, most of the services are provided by non-profit organizations such as Girls Inc., the Boys and Girls Club, and the Davis Street Community Center. The City provides assistance through disbursal of Community Development Block Grant funds, and also provides policy and program guidance through its Human Resources Commission and Recreation and Human Services Department.

Child Care

San Leandro has a number of programs which assist parents with child care and after school care responsibilities. These include Library programs, a "Kids Club" program run in cooperation with the School District, "Kiddie Kollege" and "Tiny Tots" programs, and programs run through the City's Recreation Department. There are also 151 licensed child care facilities in the City, including 36 center-based operations and 115 in-home operations. These facilities have a combined capacity of about 3,130 children.

In-home child care businesses are regulated by the State, in part to ensure that local zoning regulations do not preclude their development. In San Leandro, as in other cities throughout the state, facilities providing care for 8 children or less are allowed by right in residential areas.[1] In-home facilities providing care for up to 14 children may be subject to conditional use permits requirements, but the approval considerations may relate to density, traffic control, parking, and noise control only.

The City recognizes child care not only as an essential social service, but as an important part of the local economy. The Alameda County LINCC (Local Investment in Child Care) project estimated that child care was a $12.5 million industry in San Leandro, employing 360 persons in licensed establishments and creating nearly 270 other jobs in affiliated industries. Child care also enables greater participation in the workforce by young parents, and creates opportunities for career development and income advancement among young San Leandro families. Affordable, reliable child care is particularly important for single parent and lower income households.

FROG
HOPPER
FROG
HOPPER

Despite the growing number of child care providers in the City, there is still a gap between the supply of licensed facilities and the number of children needing care. Closing this gap—or at least narrowing it—is a key objective of the General Plan. There are a number of obstacles to overcome, including the difficulty recruiting and retaining child care personnel given the low wages typically paid by the industry. The average wage for child care workers in Alameda County in 1999 was $8.45 an hour.

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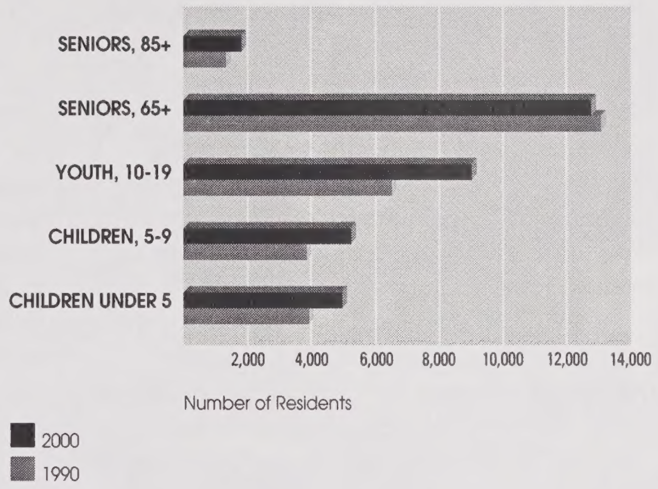
[1] At least two of the eight, or two of the 14, must be school age children.

The City's policies establish a commitment to creating new opportunities for quality, licensed child care facilities in the City. The participation of the private sector in addressing this need is emphasized. Incentives to include on-site child care facilities in major employment centers (such as floor area bonuses) should be developed, and private investment in child care services is encouraged. The need for child care should be considered when major residential projects are approved. Zoning and land use regulations should create an environment that is favorable to new facilities. Ultimately, investment in child care can reduce public sector expenditures for other social services by fully employing the local labor force.

CHART 8-2 Demographic (Age) Shifts, 1990-2000



Source: US Census

As the bar chart indicates, the number of children, youth, and elderly persons in San Leandro has increased significantly during the last 10 years. The need for services targeted to these groups is expected to remain strong in the coming years.

Youth

The 2000 census reported that over 9,000 San Leandro residents, or 11 percent of the City's population, is between the ages of 10 and 19. This is a 41 percent increase in just ten years, a remarkable growth rate which has had profound impacts on schools and the demand for youth services.

In November 1998, the City formally endorsed a Youth Development Master Plan sponsored by the San Leandro Collaborative for Youth, Children, and Families. The Plan included a series of action steps based on a comprehensive assessment of youth needs. These actions seek to create a safe and positive environment for local youth, provide an increased array of after-school activities, achieve better communication to youth through public information and outreach to the City's diverse community, and provide job opportunities and social services to youth. The Collaborative found that there were unmet needs for youth services and facilities, as well as a high level of community support for expanding youth activities in San Leandro.

During the coming years, the City will seek to create opportunities for pre-teens, teens, and young adults through publicly-sponsored programs and private enterprises which meet the needs of youth in the community. Greater job opportunities and job-training opportunities for young adults should be supported. Youth input in local government is also encouraged, particularly in the shaping of programs and services targeted to teenagers. The City has established a Youth Advisory Commission (YAC) to provide policy direction and liaison to young people throughout San Leandro.

Seniors

San Leandro once had the highest median age of any city in Alameda County. Although the 2000 Census shows the senior population actually declined between 1990 and 2000, the City still has over 12,000 residents over 65. The "85-and-over" age cohort was among the fastest growing in the City during the 1990s, increasing 53 percent during the decade. Moreover, the first wave of "baby boomers" will reach retirement age within 10 years. Higher growth rates in the senior population are expected as this occurs, driving greater demand for social services.

The City's Recreation and Human Services Department addresses the needs of the senior population by coordinating a number of programs and providing advocacy and technical assistance to senior service providers in the community. In the future, some of these functions will be passed on to a Seniors Commission, created by the City Council in 2001 to address the needs of seniors in the community.

Many of the City's recreational programs are specifically oriented toward seniors. Although the City does not have a designated "senior center," the meeting facilities at the library are frequently the site of senior programs and activities. The City also provides funding and technical assistance to a number of non-profit agencies who offer direct assistance and services to seniors. The City coordinates senior transportation services and certifies resident eligibility to participate in the County-run dial-a-ride program. The possibility of a designated facility for seniors may be further explored in the future.

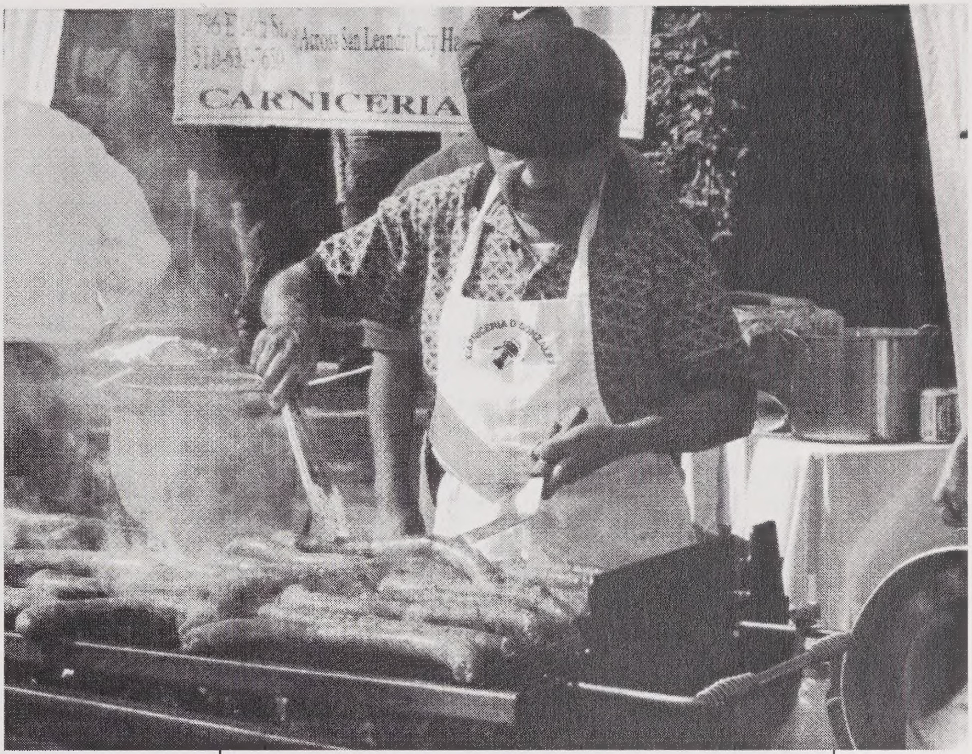
San Leandro can take other steps to meet the needs of seniors in the community. One step is to encourage private businesses and services that serve seniors, such as assisted living facilities, senior housing, and skilled nursing and medical care facilities. Another step is to encourage the active involvement of seniors in community life, including public affairs, senior activities and classes, and multi-generational activities involving youth and families. The City can also provide technical and financial assistance to non-profits and social service agencies that are dedicated to meeting the needs of its senior residents, particularly those with limited income and mobility.

Cultural Arts

There are a number of cultural art services and programs provided in San Leandro. The City provides funding and technical support to the San Leandro Arts Council, which in turn sponsors community theater and other performing and visual arts programs. Performing arts are also provided by the California Conservatory Theater, a non-profit theater organization that leases space at City Hall. Many of the City's recreation programs are specifically oriented toward the cultural arts, including crafts, sculpture, ceramics, photography, dance, and painting.

The City recently conducted a needs assessment to explore possible new directions for community arts and theater programs. The Arts Council is particularly interested in developing a gallery space to display the work of local artists.

Responding to Diversity



One of the goals of the GPAC's Community Services Committee was to reach out to as broad a spectrum of the San Leandro community as possible. The digital age has provided the City with the power to inform more residents than ever before about City government and community programs. The internet has created a new frontier for communication. Cable TV and video make real-time broadcasts of public meetings and hearings possible, opening the door to increased community participation in public affairs. At the same time, the City's growing ethnic and linguistic diversity make it more challenging to reach all residents. In 1990, a quarter of the City's population spoke a language other than English at home. Although 2000 census data is not yet available, that figure has certainly increased in the past decade.

Language and cultural barriers make it essential to adapt the City's communication strategies and programs appropriately. In addition to providing information on City programs and services in a variety of languages, it is also important to work with the agencies and organizations that serve different groups in the community, including local religious institutions. Some groups in the City have historically had low participation rates in community affairs and City programs. Greater outreach to these groups is only part of the equation. New social services may be needed. New recreational and educational programs which reflect the multi-cultural makeup of the City may be needed.

Other Special Needs Populations

The City of San Leandro provides Community Development Block Grant (CDBG) funding to non-profits offering social services to special needs groups and the community at large. Each year, the City allocates a portion of its general fund, as well as other available state and federal program funds, for this purpose. The City also is home to a number of organizations that are specifically oriented to persons with disabilities, working both as advocates and as service providers to San Leandro residents. Coordination among the many agencies and organizations serving special needs populations is critical to stretch limited financial resources as far as possible.

Water

Water service to San Leandro is provided by the East Bay Municipal Utility District (EBMUD), a publicly-owned utility. San Leandro comprises about 6 percent of EBMUD's customer base and uses about 5 percent of its water. About 95 percent of the EBMUD water supply originates from the melting snowpack of the Sierra Nevada, with the remaining five percent coming from reservoirs in the East Bay Hills. There are also about 800 private wells in San Leandro, many of which were originally used for agriculture. Most of these wells are dormant, and those that are still active are used for landscape irrigation and industry.

EBMUD distributes its water through a system of pipelines, storage reservoirs, and pumping plants. The utility operates and maintains all storage, pumping, and distribution facilities within its service area and is responsible for all facilities up to the location of the water meter. In 1999, San Leandro's metered water demand was 12.0 million gallons per day.

Although there are no major water service constraints in the City, regular maintenance and upgrading of the water delivery system is essential to provide adequate fire fighting capacity and ensure reliable service delivery. The water system remains vulnerable to disruption in an earthquake. EBMUD's pipelines cross active earthquake faults at 200 locations within the service area. The utility is in the midst of a major seismic improvement program, including upgrades to reservoirs, anchoring of equipment, improvements to water treatment and pumping plants, and retrofitting of pipelines at fault line crossings.

The City of San Leandro and EBMUD have undertaken a number of programs to conserve water and reduce the need for developing new supplies. These programs are addressed in the Open Space, Parks, and Conservation chapter of the General Plan (see P. 228).

Wastewater

San Leandro is served by two different sanitary sewer systems. About two-thirds of the City, including most of northern and central San Leandro, is served by a City-owned and operated system. The remainder of the City, including Washington Manor and most of southern San Leandro, is served by the Oro Loma Sanitary District. The Oro Loma District also includes a large portion of unincorporated Alameda County encompassing Ashland, Cherryland, and San Lorenzo. Most of San Leandro's commercial and industrial land uses are served by the City of San Leandro system.

City of San Leandro System

The City of San Leandro constructed its initial wastewater treatment plant at the west end of Davis Street in 1939. The plant has been upgraded substantially over the last 60 years in response to changes in demand and more stringent state and federal water quality standards. Today, the plant has a dry weather capacity of about 7.9 million gallons per day and treats about 5.2 million gallons per day. Flows sometimes exceed capacity during major winter storms, in part due to the infiltration of stormwater into the 130 miles of pipes that comprise the collection system. The City is presently undertaking an extensive program to reduce wet weather infiltration problems by replacing deficient links in the collection system.

Once at the plant, wastewater is treated and dechlorinated. Most of the effluent is discharged to San Francisco Bay through an outfall pipe shared by other communities in Alameda County. Some of the effluent is directed to a recycled water system owned by EBMUD and is used to irrigate golf courses in Oakland and Alameda. Sludge from the treatment plant is used as an agricultural soil conditioner. The treatment system is enhanced by an aggressive industrial waste pre-treatment program serving industrial customers.

The City is in the process of undertaking significant capital improvements to the wastewater system, including the replacement of undersized pipes beneath the I-880 Freeway. Future improvements could include the expansion of the recycled water system to serve the City's Monarch Bay Golf Course. Administrative changes, including the possible

transfer of wastewater services to EBMUD or another agency, also have been discussed as a means of achieving greater economies of scale and adding wet-weather capacity to the treatment system.

Oro Loma Sanitary District

The Oro Loma Sanitary District was formed in 1911 and today provides wastewater collection and treatment services, garbage collection, and recycling services for the 44,000 customers within its 13 square mile service area. Approximately 20 percent of the District's customers are located within the City of San Leandro. Oro Loma treats approximately 15 million gallons of sewage per day, including flow from the Castro Valley Sanitary District. The District's treatment plant is located at the end of Grant Avenue in San Lorenzo, just south of the San Leandro City limits.

As at the San Leandro plant, wastewater is treated to a secondary level through an activated sludge process. Treated effluent is disposed to the deep waters of San Francisco Bay through the collectively owned East Bay Dischargers Authority pipeline. An average of 230,000 gallons a day of treated effluent is reused for irrigation on the Skywest Golf Course in Hayward. The District has a Renewal & Replacement and Capital spending program which covers ongoing repair and replacement of system components. Revenues for this program are generated through sewer connection fees and user fees.

Please consult the Open Space, Parks, and Conservation Element for additional discussion of recycled water.

Drainage

The City of San Leandro Department of Public Works owns and maintains 175 miles of storm drainage conduits. The City's storm drain system feeds into a larger system owned and operated by the Alameda County Flood Control and Water Conservation District (ACFCWCD). This system includes the lower reaches of San Leandro and San Lorenzo Creeks, as well as a number of channels extending into San Leandro neighborhoods west of I-880. The District's drainage facilities include levees, pump stations, erosion control devices, and culverts.

The drainage improvements undertaken by the ACFCWCD were designed to reduce the threat of overbank flooding from streams in San Leandro. The County maintains these facilities to prevent unplanned and unauthorized obstructions of the channels. Their activities include fence repair, vegetation removal, preventive maintenance of pump stations, silt removal from channels, inspection of pipes, spill prevention and clean-up, and investigation of inquiries and clean water concerns.

City of San Leandro storm drains are maintained by the Department of Public Works. Catch basins and conduits are cleaned annually. The San Leandro Department of Transportation and Engineering reviews major development proposals to assess drainage impacts and determine mitigation measures. Where appropriate, the City may require stormwater detention ponds or improvements to the City storm drain system. Additional measures help ensure that runoff from development sites does not degrade local creeks. These measures are related to the Alameda County Clean Water Program and are discussed in the Environmental Hazards Element of the General Plan.

Goal: 45 Police and Fire

Provide and maintain high-quality police, fire, and emergency services.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
45.01	**LEVELS OF SERVICE** Maintain high-quality police and fire protection services through the most efficient and effective possible means. The following minimum level of service standards for police and fire response time (exclusive of dispatch time) shall be maintained: • **Police Services**: 5-minute response time for 90 percent of all Priority One calls. • **Fire Services**: 5-minute response time for 90 percent of all medical calls; 10-minute response time for 90 percent of all fire calls. ***Action 45.01-A: New Fire Station*** *Develop a new fire station on the site recently acquired by the City on Catalina Street. Continue to pursue the development of a second new station in the vicinity of Williams Street and Merced Street, with the objective of replacing existing substandard stations and ensuring that adequate levels of service can be provided to all parts of the City.* ***Action 45.01-B: Water Service Improvements*** *Work with EBMUD to improve water service to those areas of the City which currently do not meet standard fire flow requirements. This could include replacement of aging water mains and other improvements that increase the volume and pressure of water that can be provided.* ***Action 45.01-C: Weed Abatement Programs*** *Continue to implement weed abatement and vegetation management programs which reduce the risk of fire, including clearance of overgrowth along the railroads.*	• Annual Budget • Capital Improvement Program • Development Review • Grant Funding • Intergovernmental Coordination
45.02	**COMMUNITY POLICING** Support a community-based approach to police and fire services. This approach should emphasize a high level of communication and interaction between officers, local residents, neighborhood groups, schools, and businesses.	• City Operating Procedures • Public Education and Outreach

Action 45.02-A: Bicycle Patrol Officers
Continue to maintain a strong visible presence of bicycle patrol officers, particularly in the Downtown area.

45.03 **POSITIVE PUBLIC IMAGE**

Promote a positive image of the local Police and Fire Departments through public information and outreach, effective media relations, and active participation of the Police and Fire departments in community events.

- Public Education and Outreach

Action 45.03-A: Public Information Program
Provide public information, education, and outreach to the community to address negative and incorrect perceptions about safety, particularly in shopping areas. Encourage the participation of the business community in the financing and implementation of such efforts.

45.04 **SAFE ENVIRONMENT FOR YOUTH**

Support the proactive involvement of the Police Department in creating a safe and healthy environment for youth in San Leandro. Partnerships between the Police Department, School Districts, and private schools should be maintained through such programs as D.A.R.E., and the assignment of student resource officers to the High and Middle Schools. Active participation by students and their parents in these programs will be strongly encouraged.

- Public Education and Outreach
- Intergovernmental Coordination
- Public/Private Partnerships

45.05 **REVIEW OF DEVELOPMENT PLANS**

Require Police and Fire Department review of proposed development plans to ensure that sufficient provisions for emergency access and response are made, fire code requirements are satisfied, and adequate levels of service can be provided.

- Development Review

45.06 **DEFENSIBLE SPACE**

Encourage new projects to incorporate lighting, landscaping, addressing, and other design features that reduce the potential for crime and facilitate rapid response to emergency calls.

- Design Guidelines
- Development Review

45.07 **MUTUAL AID**

Maintain mutual aid agreements for police and fire service with other jurisdictions to ensure that the capacity exists to adequately respond to local emergencies.

- Intergovernmental Coordination

45.08 **STAFFING DIVERISTY**

Strive to maintain Police and Fire Department staffing which ensures high quality service while reflecting the gender and ethnic diversity of the community.

- City Operating Procedures

45.09 **PARAMEDIC SERVICES**

Continue to maintain a high level of paramedic services within the local Fire Department.

- Annual Budget

45.10 **NEIGHBORHOOD WATCH**

Promote a neighborhood-based approach to crime prevention and emergency preparedness, including the formation of neighborhood watch groups and neighborhood emergency response teams.

- Public Education and Outreach

Action 45.10-A: Neighborhood Watch Promotional Campaign

Encourage new residents to become involved in neighborhood watch programs, possibly through public information provided to new homeowners by local realtors.

Goal: 46 Schools

Encourage and support high-quality educational facilities and services in San Leandro.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
46.01	**PARTNERSHIPS** Promote coordination and partnerships between the City, the School Districts, and the business community which emphasize the importance of education to the social and economic vitality of the City. ***Action 46.01-A: Future Bond Measures:*** *Investigate the feasibility of a citywide bond measure and/or other possible financing measures to fund joint use (City/School District) projects. Ensure that the specific improvements and timing associated with any bond measure are coordinated between the impacted agencies. Prior to any bond measure, collectively plan and survey the community to determine the level of support and willingness to pay for the proposed improvements.*	• Council/School Districts Committee • Intergovernmental Coordination • Public/Private Partnerships
46.02	**MITIGATION OF DEVELOPMENT IMPACTS** When new residential development is approved, require mitigation of school impacts to the full extent permitted by law. Work collaboratively with the San Leandro and San Lorenzo Unified School Districts to ensure that appropriate fees are collected and other allowable mitigation measures are taken. ***Action 46.02-A: New Facility Planning*** *Support efforts by both school districts to develop new facilities and/or expand existing facilities in response to increases in enrollment. Provide the necessary assistance in project planning and permitting for future projects, particularly if a new school site is proposed. The City and the School Districts will work together to conduct joint planning activities to meet anticipated needs.*	• Development Review • Impact/In-Lieu Fees
46.03	**SCHOOL TRAFFIC AND PARKING ISSUES** Encourage joint efforts between the City and School Districts to address circulation, traffic, and parking issues in the vicinity of school campuses, and to ensure the safety of students traveling to and from school. ***Action 46.03-A: AC Transit Coordination*** *Work with AC Transit to promote transit service improvements between residential areas and local high and middle schools, and to provide suitable transit facilities such as bus shelters near school campuses.*	• Intergovernmental Coordination

46.04 TECHNOLOGY ADVANCES

Support the on-going application and use of new information technology by the School Districts. To the extent feasible, assist the Districts in obtaining the infrastructure needed to support such technology.

- Annual Budget
- Intergovernmental Coordination

46.05 PRIVATE SCHOOLS

Encourage the involvement of private schools and other learning institutions in City discussions relating to education and school facilities.

- Public-Private Partnerships

46.06 CITY-SCHOOL COORDINATION

Promote coordination between City-sponsored programs and similar programs sponsored by the School Districts.

- City Operating Procedures
- Intergovernmental Coordination

Action 46.06-A: Shared Maintenance Facilities

Explore the potential for the City and the San Leandro Unified School District to share maintenance facilities and service yards as a way to free up land for additional school or recreational facilities.

46.07 ACADEMIC STANDARDS

Encourage both school districts to implement programs which ensure that students meet and exceed state and national academic achievement standards.

- Intergovernmental Coordination

(Please consult Goal 24 and related policies and actions in Chapter 5 for a discussion of the joint use of school campuses for recreation.)

JAMES A. GARFIELD
ELEMENTARY SCHOOL
HOME OF THE GATORS

Goal: 47 Library and Information Services

Develop communication systems and practices which maximize access to information by residents and businesses.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
47.01	**LIBRARY EXPANSION AND UPGRADES** Support the expansion and upgrading of public library facilities and services to keep pace with changes in information technology and community needs. ***Action 47.01-A: Branch Library Modernization*** *Pursue replacement or modernization of San Leandro's branch libraries with new or expanded facilities.* ***Action 47.01-B: Equipment Acquisition*** *On an ongoing basis, secure funding for computers and other upgrades to ensure that the City's libraries remain competitive and benefit from new technology.*	• Annual Budget • Capital Improvement Program
47.02	**ADEQUATE FUNDING** Ensure that library funding remains adequate to sustain existing service levels, and where possible, increased service levels. Maintain American Library Association standards throughout the City's library system.	• Annual Budget

47.03 **LIBRARIES AS NEIGHBORHOOD CENTERS**

Promote programs and events that affirm the role of the City's libraries as community and neighborhood gathering places and that reflect the City's diverse population.

- City Operating Procedures

47.04 **RESOURCES FOR SELF-IMPROVEMENT**

Ensure that San Leandro's libraries and other community institutions provide a setting for the open exchange of ideas and information and provide an opportunity for residents of all backgrounds to improve their skills and knowledge.

- City Operating Procedures

47.05 **TELECOMMUNICATIONS**

Collaborate with telecommunication service providers to foster access to emerging information and communication technology.

- Public-Private Partnerships

47.06 **INFORMATION TECHNOLOGY**

Encourage the use of the Internet, cable TV, and other existing and emerging forms of information technology as a way to widely disburse information about City and community services, events, and resources. Develop the infrastructure and facilities needed to place San Leandro at the leading edge of the "digital revolution."

- Annual Budget
- Capital Improvement Program
- City Operating Procedures
- Public Education and Outreach

Action 47.06-A: Information Technology Funding

On an ongoing basis, secure funding to expand the provision of state-of-the-art information technology to schools, libraries, businesses, and residences in San Leandro. Ensure that City staffing levels are adequate to take advantage of emerging information technology.

Action 47.06-B: Internet and Website Expansion

Expand the use of the internet, including the City of San Leandro website, as a means of conveying information about City services, events, and resources, to the general public. Publicize and advertise the City's website so that San Leandro residents are aware of its presence and usefulness as a community information source.

Action 47.06-C: Computer Training Programs for Residents

Support continuing education and computer training programs to increase computer literacy and skill levels among San Leandro residents.

POLICIES AND ACTIONS *(Library and Information Services continued)*		IMPLEMENTATION STRATEGIES
47.07	**ACCESS TO INFORMATION** Ensure access to information among those persons without computers, and those persons using other languages.	• City Operating Procedures
47.08	**LANGUAGE/MEDIA DIVERSITY** Provide information on City facilities and activities, including sports, events, resources, and programs, in a variety of mediums and languages.	• City Operating Procedures
47.09	**NEIGHBORHOOD-BASED COMMUNICATION** Support and encourage the development of neighborhood newsletters, websites, and other forms of electronic and print media to inform residents of current issues and facilitate resident feedback to City officials and staff. ***Action 47.09-A: Informational Brochures*** *Prepare and update brochures, pamphlets and other printed materials that summarize City processes and procedures on a wide variety of topics, such as planning and building requirements, tree care, and emergency preparedness.*	• City Operating Procedures • Public Education and Outreach

Goal: 48 Child Care

Improve and increase provisions for child care in San Leandro.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
48.01	**INCREASED AVAILABILITY OF SERVICES** Increase the availability of affordable and accessible child care and after school activities, with an emphasis on center-based child care for infants and toddlers and additional activities at school sites. ***Action 48.01-A: Child Care Master Plan*** *Develop a Child Care Master Plan to guide the delivery of child care services.*	• Annual Budget • Follow-Up Plans/Studies • Public/Private Partnerships

Action 48.01-B: Ordinance Review

Review City ordinances and regulations following General Plan adoption (and as needed in the future) to determine how potential obstacles to child care facility development can be reduced and to identify possible incentives for providing on-site child care facilities within new developments. Child care advocates should be fully engaged in this process.

48.02 DEVELOPMENT IMPACTS

Ensure that child care needs are considered when new development is approved. Pursue appropriate measures to address the impacts of development on the need for child care facilities and services, including incentives to construct new facilities.

- Development Review
- Impact/In-Lieu Fees

Action 48.02-A: Child Care Ordinance

Adopt an ordinance which would create incentives for on-site child care facilities or require on-site child care facilities for developments exceeding specified size thresholds.

48.03 COORDINATION WITH SERVICE PROVIDERS

Work with social service agencies, non-profits, the school districts, and businesses to pursue creative and effective solutions to address child care needs in the community. Support collaborative efforts with these agencies to make child care more affordable and geographically available to working parents and low income families.

- Intergovernmental Coordination
- Public-Private Partnerships
- Human Resources Commission

Action 48.03-A: Expansion of School-Based Child Care
Work with the School Districts and private schools to expand existing on-site child care programs.

48.04 PUBLIC INFORMATION
Improve awareness of child care resources among San Leandro residents and employers.

- Public Education and Outreach

Action 48.04-A: Public Information Programs
Implement public information programs for child care, such as referral services, websites, and child care service directories.

48.05 FAMILY SERVICES
Develop services and facilities that meet the needs of "stay-at-home" parents and their children, as well as other families in the community.

- Annual Budget
- City Operating Procedures

48.06 BENEFITS OF CHILD CARE
Educate the community about the benefits of the child care industry and support a living wage for child care employees in the community.

- Public Education and Outreach

Goal: Youth Services

49

Provide San Leandro's youth and young adults with the cultural, recreational, and educational opportunities necessary to reach their full potential as students and as members of a safe, diverse community.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
49.01	**COLLABORATIVE EFFORTS** Encourage collaboration among the City, school districts, private schools, and non-profit and for-profit agencies for the benefit of youth in the community. ***Action 49.01-A: Implementation of Youth Development Master Plan*** *Implement the recommendations of the Youth Development Master Plan, prepared by the San Leandro Collaborative for Children, Youth, and their Families. Continue the Collaborative's ongoing activities to address the needs of children, youth and families.*	• Intergovernmental Coordination • Public/Private Partnerships
49.02	**YOUTH ADVISORY COMMISSION** Create opportunities for youth participation in local government affairs. Maintain a Youth Advisory Commission to provide outreach to youth and receive input from youth on a wide range of issues. ***Action 49.02-A: YAC Membership Balance*** *Strive to achieve a membership balance on City-sponsored youth organizations which mirrors the diverse social, economic, and cultural backgrounds of San Leandro's youth and young adults.*	• City Operating Procedures • Public Education and Outreach
49.03	**INCLUSIVE APPROACH** Promote an inclusive approach to youth services, soliciting participation by individuals as well as the diverse range of organizations serving youth and young adults in the community.	• City Operating Procedures
49.04	**YOUTH INVOLVEMENT IN PROGRAMMING** Provide an active role for youth in the development and administration of City programs and facilities oriented toward teens and young adults. ***Action 49.04-A: Empower the Youth Collaborative*** *Expand and empower the San Leandro Youth Collaborative so that it functions as a City Commission comprised of local youth, school district representatives, non-profit organizations, and members of the business community to address a wide range of issues relating to youth.*	• Youth Advisory Commission

49.05 **YOUTH-ORIENTED BUSINESSES/FACILITIES**

Encourage additional local businesses, services, public facilities, and entertainment places that are oriented toward San Leandro youth and that are consistent with the objective of providing a safe, positive environment for youth.

Action 49.05-A: Youth Center Development

Develop one or more community youth centers in San Leandro, either as independent facilities or as dedicated spaces within larger facilities (including businesses and churches). Involve San Leandro youth in the planning and operation of such facilities to the maximum extent feasible.

- Capital Improvement Program
- Public/Private Partnerships

49.06 **COORDINATION WITH SCHOOLS**

Coordinate with the school districts to provide additional before-school and after-school activities, and secure funding to develop the facilities necessary to house these activities.

- Intergovernmental Coordination

49.07 **MEETING DIVERSE YOUTH NEEDS**

Ensure that community recreation programs respond to the diverse range of youth interests and cultural backgrounds in San Leandro. Programs should provide opportunities in the arts as well as athletics and should provide a positive, supportive environment for persons of all backgrounds.

Action 49.07-A: Youth Wall of Fame

Develop recognition opportunities, such as a youth "wall of fame," which acknowledge and celebrate the artistic, scholastic, and athletic achievements of San Leandro's youth.

- Program Development

49.08 **MENTORING**

Encourage mentoring relationships between youth and adults. Partnerships between local businesses and youth organizations should be encouraged, with an emphasis on career exploration, job training, internships, education, and civic leadership.

Action 49.08-A: Youth Employment Program

Work with the Chamber of Commerce to maintain a local youth employment program, including mentoring and job-training opportunities, youth business recruitment, and a designated youth employment center if feasible.

- Public/Private Partnerships

49.09 AWARENESS OF PROGRAMS

Increase awareness of youth programs and activities among San Leandro youth. Provide outreach to private schools as well as public schools.

- Public Education and Outreach

Action 49.09-A: Publicity Programs

Publicize youth activities and events through a variety of means, including publication of community guides and newspapers, creation of a website and printed directory, and distribution of information through the schools. Periodically evaluate the effectiveness of these communication tools and update them as needed.

49.10 INTERGENERATIONAL ACTIVITIES

Encourage intergenerational events and other activities which help youth and adults to respect and value each other as equal and unique individuals.

- Program Development

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Goal: 50 Senior Services

Provide a safe and healthy environment for San Leandro's senior population, with comprehensive and coordinated services that effectively respond to senior needs.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
50.01	**LEADERSHIP AND COMMITMENT** Provide on-going civic leadership and commitment on behalf of San Leandro's senior citizens. Access to senior services should be improved through planning, advocacy, and the use of City resources to address identified needs. ***Action 50.01-A: Development of a Senior Center*** *Develop one or more dedicated multi-purpose senior centers in the City where seniors from throughout the City can receive a variety of services.*	• Annual Budget • Capital Improvement Program • City Operating Procedures
50.02	**BROAD RANGE OF SERVICES** Encourage the delivery of services and programs oriented toward seniors, with priority on low-income and frail elderly residents. Senior programs should address health care, education, transportation, housing, nutrition, recreation, and social needs, and should respond to the varying levels of independence and need for assistance among the senior population. ***Action 50.02-A: Public Information*** *Develop resource guides and outreach materials on senior services, and an effective system for service delivery.*	• Annual Budget • City Operating Procedures • Public Education and Outreach • Program Development
50.03	**MULTI-GENERATIONAL ACTIVITIES** Promote multi-generational activities to ensure that seniors remain an integral part of community life. ***Action 50.03-A: Multi-Generational Programs*** *Work with the school districts and community groups to initiate a range of innovative programs which provide San Leandro seniors with an opportunity to impart their skills and wisdom to local youth. Such programs could include guest lectures, tutoring, mentoring and apprenticeships, reading, story telling, arts and crafts projects, and live performances, among others.*	• Intergovernmental Coordination • Program Development

50.04 **FUNDING**

Assist public, non-profit, and private sector entities in securing additional funding for programs serving the City's senior population.

- City Operating Procedures
- Grant Funding

Action 50.04-A: Senior Advocacy

Support and promote the efforts of non-profit groups and foundations to advocate on behalf of the City's senior population and improve services for seniors in the community.

50.05 **COORDINATION**

Coordinate the efforts of non-profits and other service providers to maximize benefits to seniors. Special emphasis should be placed on closing the gaps that currently exist in senior services, including legal assistance, case management, employment, homebound services, and housing.

- City Operating Procedures
- Intergovernmental Coordination

50.06 **SENIOR CARE FACILITIES**

Support the development of high-quality, affordable assisted living, nursing, and other health care facilities in the City, as well as other businesses serving the senior population. Senior care advocates should be fully involved in efforts to provide and attract such services.

- Public/Private Partnerships
- Zoning Code

Goal: Responding to Diversity

(51)

Provide community services and facilities that are inclusive and meet the changing needs of all residents, including families, children, youth, seniors, people with disabilities, and various cultural or ethnic groups.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
51.01	**LIFE LONG LEARNING** Encourage and support educational and training opportunities that help San Leandro residents obtain or improve needed skills and enrich their lives.	• City Operating Procedures • Program Development
51.02	**SPECIAL EVENTS** Support civic, cultural, and ethnic festivals or activities that increase community identity and expand the social and cultural life of citizens.	• Annual Budget • Program Development
51.03	**FAMILIES** Support City and community programs that meet the needs of families and encourage their active participation in the community.	• Program Development
51.04	**SPECIAL NEEDS GROUPS** Support the development of facilities, businesses, and community services for persons with special needs, including housing, health care, and high-quality, affordable assisted living facilities for respite and long-term care patients. Planning for such services should be inclusive and community-based. ***Action 51.04-A: Participation by Special Needs Advocates*** *Ensure that advocates for special needs groups (including seniors and persons with disabilities) participate in the planning and design of the facilities and implementation of the programs that benefit these groups.* ***Action 51.04-B: Assisted Living for Children with Special Needs*** *Work with community service agencies, non-profits, and the private sector to develop a high-quality assisted living facility geared towards children with medical, physical, and developmental needs.*	• City Operating Procedures • Program Development

51.05 **UNDERREPRESENTED GROUPS**

Strive to more fully involve all San Leandro residents in community life. Develop education and communication strategies targeted toward groups who are underrepresented in their participation in City programs and civic affairs.

- City Operating Procedures
- Public Education and Outreach

Action 51.05-A: Faith Community Outreach

Work with local non-profits and the faith community to maximize outreach to individuals or groups who may be unaware of City programs and services.

Action 51.05-B: Demographic Reports

Collect and evaluate information about the changing demographic composition of San Leandro's residents (including seniors, youth, children, persons with special needs, etc.) to improve the effectiveness of City programs and outreach efforts. The City should set a target of assessing this information at least once every three years and should use the findings to make program changes and grant application changes as needed.

51.06 **VOLUNTEERS**

Support and encourage the active involvement of local residents as volunteers in the delivery of community services.

- City Operating Procedures

Action 51.06-A: Volunteer Coordination

Establish an effective program to organize and coordinate volunteer services and identify additional opportunities for volunteer assistance throughout the community.

Goal: Infrastructure

52

Ensure that local water, sewer, storm drainage, and solid waste facilities are well maintained; improvements meet existing and future needs; and land use decisions are contingent on the adequacy and maintenance of such facilities.

POLICIES AND ACTIONS

IMPLEMENTATION STRATEGIES

52.01 **DEVELOPMENT IMPACTS**

Permit new development only when infrastructure and utilities can be provided to that development without diminishing the quality of service provided to the rest of the City.

- Capital Improvement Program
- Development Review

52.02 **FAIR SHARE COSTS**

Require future development to pay its fair share of the cost of improving the water, sewer, drainage, and other infrastructure systems needed to serve that development. Use fees and other appropriate forms of mitigation to cover the costs of upgrading public infrastructure.

Action 52.02-A: Infrastructure Impact Fee and Rate Updates

Regularly update fees and rates for sewer, solid waste, and other public services to ensure that revenues are sufficient to cover operating and maintenance costs.

- Development Review
- Impact/In-Lieu Fees

52.03 **COORDINATION**

Coordinate local infrastructure planning with EBMUD, the Oro Loma Sanitary District, Alameda County, and other service providers to ensure that infrastructure remains adequate to serve existing and planned development.

- Intergovernmental Coordination

52.04 **WASTEWATER COLLECTION AND TREATMENT**

Maintain efficient, environmentally sound, and cost-effective wastewater collection and treatment services in San Leandro.

Action 52.04-A: Infiltration/Inflow Capital Improvements

Continue improvements to the City's wastewater collection system to correct infiltration and inflow problems. Ensure that high operating efficiency is retained in both the wastewater collection and treatment systems.

- Capital Improvement Program

52.05	**CAPACITY** Maintain adequate capacity at the San Leandro wastewater treatment plant to accommodate projected levels of growth within the service area and encourage the Oro Loma Sanitary District to do the same. Support efforts to maintain and/or improve the high quality of treated effluent at both plants and increase the feasibility and cost-effectiveness of using recycled wastewater for non-potable purposes.	• Capital Improvement Program • Intergovernmental Coordination
52.06	**DRAINAGE** Require drainage improvements for new development which ensure that stormwater runoff is adequately handled both on-site and off-site and which implement state and federal clean water requirements.	• Clean Water Program • Development Review
52.07	**MAINTENANCE** Ensure that sufficient funding is provided for the ongoing maintenance of City-owned facilities, including streets, street lights, traffic signals, landscaping, street trees, storm drains, public buildings and other infrastructure.	• Annual Budget

(Please consult Policy 27.02 for a discussion of recycled water use.)

CHAPTER
9

Housing

CHAPTER 9

HOUSING

The San Leandro City Council adopted the Housing Element of the General Plan on January 21, 2003. The adopted Element is a separate 150-page report that is not contained within this binder. This chapter has been prepared to summarize the data and analysis in the adopted Element and excerpt its goals, policies, and action programs. Users of this General Plan should consult the full text of the Housing Element for a more detailed discussion of housing needs, opportunities, and issues in San Leandro.

A. INTRODUCTION

The purpose of the Housing Element is to ensure that a decent, safe, affordable supply of housing is provided for current and future San Leandro residents. The Element strives to conserve the City's existing housing stock while providing opportunities for new housing for a variety of income groups.

The shortage of affordable housing is widely recognized as one of the greatest challenges facing the Bay Area today. The region's housing costs are the highest in the nation, potentially threatening its future economic vitality, environment, and quality of life. The situation could grow more dire in the next 15 years as more than one million new residents arrive and housing supply slips further behind demand.

San Leandro needs affordable housing to survive as a healthy city. It needs housing for its workforce, which is expected to grow by the thousands as older commercial and industrial sites are redeveloped. It needs housing for its seniors and others with limited mobility and fixed incomes. It needs housing for its teachers, its police and fire personnel, its nurses and child care workers, and others who cannot find adequate shelter in the local marketplace.

While the City has witnessed tremendous residential construction during the last five years, most of the new homes have been affordable to just a small fraction of the City's population. Fewer than one quarter of San Leandro's households can afford the median priced home in the City today. The Housing Element provides a strategy for supplementing "market rate" housing with housing that is affordable to a larger segment of the population.

State law requires the Housing Element to show that the City can accommodate its "fair share" of the region's housing needs during a given time period. The determination of each city and county's fair share is made by the Association of Bay Area Governments (ABAG) on a cyclical basis.

San Leandro's assignment for the period starting January 1, 1999 and ending July 1, 2006 is 870 units. This total includes 195 very low income units, 107 low income units, 251 moderate income units, and 317 above moderate income units. The City is not required to develop these units on its own. Rather, it must identify sites where the public, private, and non-profit sectors may develop them, and it must implement programs which facilitate their construction.

B. REVIEW OF THE 1989 HOUSING ELEMENT

One of the required parts of the Housing Element is an assessment of how well the City has done in implementing its prior Element. The assessment is used to determine where new policies and programs may be needed to better meet today's challenges. San Leandro's previous Housing Element was adopted in 1989.

Between 1989 and 2002, more than 1,500 new housing units were constructed in San Leandro. Most were market-rate single family homes. There was no major apartment construction, and the number of "below-market-rate" (BMR) for-sale units added was relatively small. Total production was below the 1,819 unit fair share assignment that had been set for the City by ABAG in 1989.

Despite the shortfall, there were many accomplishments which improved housing affordability for San Leandrans. About 900 existing housing units occupied by low or moderate income households were refurbished through the City's Owner-Occupied Housing Rehabilitation Program, Minor Home Repair Program, and Apartment Rehabilitation Program. The Apartment Rehab Program converted a large number of older market-rate rental units to units reserved for low and very low income households and persons with special needs. Examples include the 91-unit Las Palmas apartments (pictured below), the 25-unit Mission Bell apartments (pictured on P. 9-13), and the 111-unit Greenhouse Townhomes. During the 1990s, the City exceeded its rental rehabilitation target of 25 units per year and came close to its owner-occupied rehabilitation target of 75 units per year. More than $3 million in redevelopment set-aside funds were allocated to apartment rehabilitation with the aim of creating new affordable units.

The 1989 Element also set targets for neighborhood preservation and code enforcement. These targets were met or exceeded through the implementation of a Community Preservation Program, a Low-Moderate Income Neighborhood Improvement District Program, and a Graffiti Removal Program. San Leandro also continued to implement an Inclusionary Housing Ordinance and density bonus program during the 1990s.

Las Palmas Apartments

Table 9-1 **Indicators of San Leandro's Changing Housing Needs**

	1990	2000
Population 19 and under	14,261	19,364
Population 75 and over	5,165	6,843
Single mothers with children under 18	1,719	1,828
Average household size	2.33	2.57
Percent of residents speaking a language other than English at home	24.2%	38.8%
Percent of households who are renters	41.4%	39.4%
Percent of households paying more than 30% of their income for housing		
Owners	22.7%	27.8 %
Renters	40.1%	38.3 %
Number of households with 5 or more residents	2,216	3,634
Number of housing units meeting the census definition of overcrowding	1,475	3,673
Median family income	$43,260	$60,266
Affordable monthly housing cost for a family earning median income	$1,081	$1,506
Median contract rent	$608	$1,250*
Median home value	$193,500	$334,000*
Price of an "affordable" home for a family earning median income	$138,000	$213,000
Household income needed to purchase the median priced home	$58,760	$93,880
Number of single family housing units	19,572	20,591
Number of multi-family (2+) housing units	9,750	9,814
Vacancy Rate	3.5%	2.2%

Source: U.S. Census, 1990 and 2000
City of San Leandro, 2002

** Figures shown are for 2001 and are based on real estate listings rather than Census data.*

Since 1989, the City has implemented a number of programs promoting equal access to housing and an end to housing discrimination. It has encouraged landlord participation in the federal Section 8 program, worked to improve landlord-tenant relations, established a rent review board, and taken steps to streamline the processing of development applications. It has also contributed over $500,000 in HOME funds toward the development of transitional housing in Alameda County and has directed a share of its CDBG funds to homeless prevention agencies. The City has contributed redevelopment funds to first-time homebuyer and mortgage credit certificate programs. More than 130 San Leandro households have received downpayment assistance (low interest loans) since 1995. The City also sponsors regular first time homebuyer seminars, with more than 300 persons attending in the last five years.

C. NEEDS ASSESSMENT

San Leandro experienced significant demographic shifts during the 1990s, changing the dynamics of the local housing market. The City's population grew larger and more diverse, and its housing needs became more complex. Population data suggests a growing demand for senior housing and programs to help lower income seniors with home maintenance. The data also suggests a growing need for housing for large and/or extended families, housing assistance for immigrant families, and improved opportunities for young adults who have limited housing choices in the City. The text box above provides an indication of the trends shaping housing needs in the City today.

During the past 10 years, housing costs in San Leandro increased at a much faster rate than household income. Advertised home prices increased 80 percent between the mid-1990s and 2001, while rents increased by as much as 60 percent. Low and moderate income households have been hit particularly hard by the widening affordability gap. About half of the City's renter households with incomes below $50,000 paid more than a third of their incomes on rent in 2000. With median advertised rents now over $1,200 and average home prices at $350,000, lower income households may find it very difficult to locate suitable housing in the City.

More than 9,000 new jobs are projected in San Leandro by 2015. Many of these jobs, such as those in the retail and service sectors, will not provide the necessary income to cover housing costs. Unless the City works proactively to increase the supply of affordable housing, more San Leandro workers will face long commutes or spend a growing share of their incomes on housing. Vacancy rates in the City are already at 2.2 percent, much lower than they were in 1990.

Some of San Leandro's most critical housing needs are associated with "special needs" populations, such as the elderly and disabled. Although some local housing programs specifically target these groups, there continue to be unmet needs. This is especially true for lower income seniors. Despite the recent construction of several assisted living and congregate care facilities in the City, there continue to be long waiting lists for units reserved for persons with limited income. The City also faces challenges in meeting the needs of its homeless population, with just 39 shelter beds and no transitional housing within the City limits.

Nearly half of the City's 31,000 housing units were built between 1945 and 1960. About 12 percent were built before 1940. Despite the advancing age of the housing stock, the vast majority of San Leandro's homes are in good to excellent condition. There are no concentrations of dilapidated or deteriorating housing in the City; structural defects tend to be cosmetic (e.g., damaged siding, roofs needing replacement, etc.). Over the past decade, the City has provided low interest home improvement loans or grants to hundreds of low income homeowners to sustain the high quality of the City's neighborhoods. These programs will continue in the future.

One housing issue likely to emerge in the next decade is the expiration of rent restrictions on apartments reserved for low and moderate income renters. San Leandro currently has 546 rental units—located in 17 different housing developments—reserved for lower income households. Some of these units were created through a local ordinance enacted in the 1980s (and still in effect today) that requires 10 percent of all units in larger mulitiple family apartment complexes to be set aside for such households. Others were created through bond financing programs or redevelopment agency requirements. In any case, the rent limits on 114 of these units will expire by 2011. Some occupants may face steep rent increases unless the City takes action to maintain their affordability.

D. ADEQUATE SITES ANALYSIS

The Housing Element includes an inventory of potential sites where housing could be constructed during the next five years. The inventory includes "underutilized" sites as well sites that are vacant. In fact, many of the City's potential housing sites are currently developed as parking lots or used car lots, or contain older commercial buildings. There are also a number of developed residential properties that could be further subdivided to achieve the densities envisioned by the General Plan.

Nearly 100 potential housing sites have been identified. These sites have the potential for 1,197 housing units and include:

- 28 vacant sites zoned for residential uses, with a capacity of 97 units.
- 12 underutilized sites zoned for residential uses, with a capacity of 148 units.
- 15 vacant sites zoned for commercial uses, with a total capacity of 154 units. Although these sites are not zoned for housing, residential uses would be allowed with a conditional use permit.
- 2 vacant sites zoned for industrial or public uses, with a total capacity of 320 units. These sites, both located near BART, would need to be rezoned before housing could be developed.
- 39 underutilized commercial sites, with a total capacity of 418 units. These sites have land values that far exceed the value of improvements on the property, making them likely candidates for redevelopment.

Many of the underutilized commercial sites that could accommodate housing are located along East 14th Street, particularly in the area between Downtown and Bayfair Mall. The City envisions this area as gradually transitioning from an auto-oriented commercial strip to a mixed use neighborhood with new apartments, offices, retail stores, and pedestrian amenities. Other opportunity areas include parts of MacArthur Boulevard, Washington Avenue, and the San Leandro BART Station area. Most of the potential housing sites are suitable for multi-family or mixed use development rather than single family homes.

E. POTENTIAL CONSTRAINTS

The development of affordable housing is complicated by a variety of governmental and non-governmental constraints. Governmental constraints include local zoning regulations, other ordinances, fees, permitting procedures, and site improvement requirements. Non-governmental constraints include lack of infrastructure, environmental factors, financing and construction costs, and local opposition to affordable housing. State law requires the Housing Element to identify such constraints—and to mitigate them through policies and action programs.

The analysis of the San Leandro Zoning Code found that setbacks, height limits, lot coverage limits, and other development standards were reasonable and did not constrain housing construction in residential zones. Several changes are to be pursued in the next three years, however. These include removing the conditional use permit requirement for large multi-family apartment buildings in multi-family zones, reducing the lot size requirement for planned unit developments, and establishing minimum residential densities along East 14th Street (minimum densities have already been established in the Downtown BART Station Redevelopment Plan Area). Another recommended change is to create a mixed use zoning district, which would be applied to many of the commercial sites listed in the housing inventory. Specific changes are outlined under Goal 58 later in this chapter.

Much of the constraints analysis focused on the City's parking standards. These standards are somewhat higher than those in nearby jurisdictions. One change to be studied during the coming years would allow reductions for projects near BART or along major bus routes. Several other changes are proposed in Action 58.01-C. Other topics covered by the constraints analysis include provisions for second units (granny flats) and homeless shelters. The analysis considers raising the 450 square foot "cap" on second units. It also recommends that the City work to improve housing opportunities for persons with disabilities.

San Leandro's design review program has not been a constraint to affordable housing development. In fact, the program has helped a number of affordable projects gain greater public acceptance by engaging the community in a dialogue about project design. Likewise, the City has no special building code requirements, site improvement requirements, or permit processing procedures which adversely affect housing costs. The average building permit fees for a new 2,000 square foot home are approximately $18,000. While this sum is large, it is comparable to other cities in the East Bay.

Infrastructure does not pose a major constraint to housing development in San Leandro. Most housing sites are "infill" properties that are already served by road, water, sewer, and storm drainage facilities. The primary service constraint to housing development in the City is the lack of school capacity. Due to recent increases in student enrollment and limited opportunities for new facilities, many of the City's schools are now operating above their design capacities. Although State law precludes the City from denying development because of school capacity constraints, the issue is frequently raised when new housing is proposed.

The high cost of land and construction is also a constraint. Building a new home in San Leandro today can cost upwards of $200,000 in material and labor costs. Adding land costs of $100,000 to $200,000 per lot results in developer costs of at least $300,000 per new home. Even multi-family housing units may cost $150,000 to $200,000 per unit to build. With these expenses, it is difficult for the private sector to produce affordable housing without subsidies or strong incentives.

Community opposition to higher densities is another constraint. San Leandro is a predominantly single family, suburban community. Many of the City's apartments were built in the "motel style" of the 1950s and 1960s, with variable quality and spotty maintenance. Some were built with little attention to context and architectural detail, creating a negative image of higher density housing in the City. The potential for opposition means that good design and planning are essential in future higher density projects. Contined attention to detail, quality, and public input, will be important to win and sustain community acceptance.

Goal: 53 Affordable Housing Development

Increase the supply of affordable ownership and rental housing in San Leandro.

Quantified Objectives for Goal 53

1 Facilitate the development of 76 units of very low income housing in the ABHOW and Fuller Gardens projects by June 30, 2006.

2 Facilitate the development of at least 87 additional units affordable to very low income households, 107 new units affordable to low income households, and 121 new units affordable to moderate income households between September 1, 2002 and June 30, 2006 to satisfy the City's ABAG Fair Share Allocation.

POLICIES AND ACTIONS		IMPLEMENTATION STRATEGIES
53.01	**LAND SUPPLY** Provide and maintain an adequate supply of land to accommodate the City's fair share housing assignment for the 1999-2006 period, as determined by ABAG. ***Action 53.01-A: East 14th Mixed Use Development*** *Ensure that the East 14th South Area Development Strategy, now underway, includes specific incentives to include housing in new development projects. These incentives could include, but would not be limited to, reduced parking requirements, reduced setbacks, reduced fees, allowances for higher densities and additional density bonuses, and direct financial assistance through the Redevelopment Agency. Pursuant to Action 8.04-A of the Land Use Element, a new "Mixed Use" zone should be created on the southern part of East 14th Street (Thornton to 150th) which emphasizes upper floor residential uses and ground floor retail uses. Zoning on this corridor should allow second or third story housing as a permitted use, subject to performance standards and development standards which reduce the possibility for conflicts and off-site impacts. Development opportunities on the corridor should be publicized through the City's Business Development Programs.*	• Zoning Code

53.02 **FUNDING**

Actively pursue and leverage private, non-profit, and public funds to facilitate the development of affordable housing in San Leandro. Provide administrative and technical assistance to affordable housing developers and support the applications of these developers for loans, grants, tax credits, and other financing sources that facilitate affordable housing production in the City.

Action 53.02-A: Applications for Grant Funding
Continue to pursue all available funding sources for affordable housing construction, including annual applications for federal CDBG and HOME funds.

Action 53.02-B: Support for Non-Profit and For-Profit Affordable Housing Developers
Continue to provide support and information to non-profit and for-profit developers seeking to create affordable housing in San Leandro, including assistance in applications for Low Income Housing Tax Credits, Mortgage Revenue Bonds, Affordable Housing Program funds, and other funding sources. Work with the City's Business Development Department to prepare newsletters and promotional materials advertising residential and mixed use development opportunities in the City, particularly around the Downtown and Bayfair BART Stations and along the East 14th Street corridor. Continue to pursue grant funding for compact disks (CD) and other educational media which market housing opportunities in San Leandro, illustrate high density housing prototypes (especially along East 14th Street), and address neighborhood concerns about higher density housing.

- Annual HOME and CDBG Funding
- Housing Programs
- Redevelopment Project Funding

Policy 53.03 **INCLUSIONARY HOUSING**

Require the inclusion of affordable housing in new housing developments—both inside and outside of redevelopment project areas. Modify existing inclusionary housing ordinances as needed to make these requirements clearer and more effective.

Action 53.03-A: Changes to Inclusionary Housing Requirements
Pursue the following changes to the City of San Leandro's inclusionary housing requirements:

- *Expanding the requirement to apply to single family projects as well as multi-family projects.*
- *Expanding the requirement to apply to projects of 10 units or more, rather than projects of 20 units or more (projects of 10 to 19 units would designate at least one unit as affordable).*

- Inclusionary Housing Ordinance
- Redevelopment Law

- *Creating incentives to promote the inclusion of lower income units as well as moderate income units within owner-occupied projects.*
- *Requiring some of the designated "affordable" units in large multi-family projects to be reserved for very low income households, as well as low income households.*

The existing ordinance—which effectively applies only to projects outside of redevelopment project areas—requires 10 percent of the housing units in multi-family projects of 20 units or more to be set aside as affordable housing. The recommended changes would make the ordinance more effective by lowering the threshold to 10 units, and including single family projects as well as apartments. The changes would also help ensure that some of the multi-family units are specifically set aside for very low income households.

Action 53.03-B: Redevelopment Area Inclusionary Housing Policy

Require developers of residential projects within San Leandro's redevelopment areas to set aside at least 15 percent of all new units as affordable housing. Pursuant to State law, at least 40 percent of these affordable units should be set aside for very low income households.

This requirement is consistent with State law for redevelopment project areas. A higher percentage of affordable units are required for projects that receive financial assistance from the redevelopment agency.

Action 53.03-C: In-Lieu Fees for Affordable Housing

Establish an official City policy on the payment of in-lieu fees as an alternative to meeting the City or Redevelopment Project Area inclusionary housing requirements on-site. While the City encourages inclusionary units to be provided on-site, this may not be feasible in all instances (for instance, when the project contains fewer than 10 units). Formal criteria or findings for allowing in-lieu fees should be established and a consistent formula or method for determining the fees should be developed.

NO PARKING
FIRE LANE

Policy 53.04 SITE ASSEMBLY IN REDEVELOPMENT AREAS

Actively work with willing property owners to assemble underutilized parcels within redevelopment project areas to create more viable sites for future housing development.

- Business Development Programs

Policy 53.05 NEW RENTAL HOUSING

Strongly encourage the development of additional rental housing in the City, including both market rate units and affordable units.

- Development Review
- Housing Programs

Action 53.05-A: ABHOW and Fuller Gardens

Facilitate the completion of the following affordable housing projects before June 30, 2006:

- *The 60-unit American Baptist Homes of the West (ABHOW) very low income senior housing development.*
- *The 16-unit Fuller Gardens very low income housing development for developmentally disabled households.*

Action 53.05-B: Islander Motel Rehabilitation

Continue to support rehabilitation of the Islander Motel from a transient occupancy hotel to permanent affordable housing. Supplemental funding through programs such as HOME or HUD Section 202 (senior housing) should be pursued to cover the costs associated with conversion of the existing facility, or its replacement with new affordable housing. The City will continue to direct interested non-profit housing developers to the site and will rezone the site (and adjacent sites along East 14th Street) for Mixed Use development within 18 months of Housing Element adoption. The property is within the Joint City/County Redevelopment Project Area and has also been identified as a housing target site in the Redevelopment Agency's Five-Year Implementation Plan. The site is also located within the area now being evaluated with Downtown Rebound Grant funds. A redevelopment strategy is already underway to upzone the site and spur its reuse with housing. Additional strategies for rehabilitation and reuse may be developed through the South Area Development Strategy, scheduled for completion in mid-2003.

Action 53.05-C: Housing Development in the Downtown BART Station Area

Rezone the following parcels in order to improve their viability as housing opportunity sites during the planning period:

- *The 2.2-acre BART parking lot site on the east side of San Leandro Boulevard at West Juana Street (from Public to High Density Residential). Because of the site's proximity to BART, the zoning designation should enable the construction of at least 80 units on the site, including a significant component of affordable housing. Since this project is contingent on the construction of a BART parking garage west of the Station, the City will support joint planning and funding applications with BART which advance garage construction.*
- *The 13-acre site (comprised of several adjoining parcels) along Alvarado Street between World Savings and San Leandro Creek (from Industrial Park to Mixed Use). Rezoning of this site for mixed use development would be consistent with the adopted Redevelopment Plan for the Plaza area, and with the recently updated San Leandro General Plan. Whereas the current "IP" zoning does not allow housing at all, the mixed use designation would accommodate high density residential development, as well as offices, public facilities, and a limited amount of local-serving retail use. The rezoning should take place within one year after the City adopts a new mixed use zoning district (as directed by the General Plan).*

Rezoning of both sites should take place within 18 months of Housing Element adoption.

Policy 53.06 CONDOMINIUM DEVELOPMENT

Promote the development of new condominiums as a more affordable alternative to single family detached housing for those seeking home ownership. Work with local developers and attorneys to explore workable solutions to the issues that have hampered condominium development in California during the last decade.

- Housing Programs

Policy 53.07 MANUFACTURED HOUSING

Continue to permit manufactured or mobile homes in any residential zoning district, subject to a Certificate of Compatibility from the Zoning Enforcement Official.

- Building Code
- Zoning Code

Policy 53.08 BUSINESS COMMUNITY PARTICIPATION

Encourage the participation of the business community in developing creative and mutually beneficial solutions to meeting the City's housing needs.

- Public/Private Partnerships

Action 53.08-A: Affordable Housing Trust Fund

Explore the feasibility of partnering with other East Bay communities to develop an Affordable Housing Trust Fund to assist in the development of new affordable housing in the City. The fund could be capitalized with private donations, CDBG/ HOME/ Redevelopment funds, voluntary contribution s, and other sources.

See also Policy 1.10 encouraging secondary units in residential areas; Action 1.10-A, calling for secondary unit design guidelines; Action 13.04-B, calling for minimum densities along East 14th Street; Action 35.02-A, calling for the enforcement of energy-efficient design standards in new construction; Action 42.04-A, calling for small-lot single family and multi-family design guidelines; and Action 42.04-B, calling for infill housing design guidelines.

Goal: 54 Administration of Housing Programs

Ensure that local housing programs are administered in a way that maximizes benefits to San Leandro residents.

POLICIES AND ACTIONS	IMPLEMENTATION STRATEGIES
Policy 54.01 HOUSING DIVISION Maintain a department or division within San Leandro City government that is specifically responsible for housing and coordination with other agencies on housing issues.	• City Operating Procedures
Policy 54.02 EFFICIENCY OF OPERATIONS Enlist the assistance of the Alameda County Housing and Community Development Department and local non-profits such as ECHO Housing in the administration of housing programs where City administration is infeasible or would be inefficient.	• Intergovernmental Coordination • Public/Private Partnerships
Policy 54.03 HOUSING ADVOCACY Ensure that San Leandro is represented on task forces or other forums addressing housing issues at the regional, state, and national levels.	• City Operating Procedures • Intergovernmental Coordination

Policy 54.04 LONG-TERM AFFORDABILITY RESTRICTIONS

Ensure that housing units that are created or rehabilitated with financial assistance from the City (or that are created through the City's inclusionary housing ordinance) include restrictions to ensure that they will remain affordable for the maximum length of time allowable under federal, state and local regulations.[1] Long-term affordability restrictions should be required for affordable housing projects outside of redevelopment project areas as well as those within. Appropriate resale and tenant occupancy requirements (such as deeds of trust and/or rent limitation agreements) should be established for such units to ensure that they are reserved for low and moderate income households when occupancy changes.

Action 54.04-A: Long-Term Affordability Requirements

Explore ordinance revisions and other legal means to guarantee the long-term affordability of future housing units that receive financial assistance from the City or that are produced pursuant to City regulations. These revisions could include longer affordability terms for new units created through the apartment rehabilitation and inclusionary housing programs.

- Housing Programs
- Inclusionary Housing Ordinance

Policy 54.05 RESIDENT PREFERENCES

To the extent permitted by law, ensure that persons who live and/or work in San Leandro are given preference when screening applicants for housing developments receiving financial assistance from the City.

- City Operating Procedures
- Housing Programs

Policy 54.06 REDEVELOPMENT SET-ASIDE FUNDS

Use redevelopment set-aside funds to leverage funding from other public and private sources in the development of affordable housing. Ensure that housing set-aside funds benefit a mix of income levels.

- Public/Private Partnerships
- Redevelopment Project Funding

Policy 54.07 WORKFORCE HOUSING

Strongly encourage San Leandro employers to participate in programs which assist their employees in finding suitable housing within the City of San Leandro.

- Business Development Programs
- Public/Private Partnerships

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[1] For projects within Redevelopment Project Areas, state law requires that the units remain affordable for 55 years if they are rentals and 45 years if they are for sale. For projects outside of Redevelopment areas, the terms vary depending on the funding source or the regulatory tool used to create the units. The Inclusionary Housing Ordinance has a 20-year affordability requirement, while the apartment rehabilitation program has a 15-year requirement.

Goal: 55 First-Time Homebuyer Opportunities

Provide opportunities for low and moderate income San Leandro households to become homeowners.

Quantified Objectives for Goal 55

1 Provide first-time homebuyers assistance to an average of 20 homeowners a year between 2002 and 2006 .

2 Work with Alameda County to obtain mortgage credit certificates for an average of 5 homeowners a year between 2002 and 2006.

3 Conduct at least two first-time homebuyers seminars annually between 2002 and 2006.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

Policy 55.01 COMMUNITY STABILITY THROUGH HOME OWNERSHIP

Enhance community stability by promoting home ownership and creating opportunities for first-time buyers in the City.

- First-Time Homebuyers Program

Policy 55.02 HOME OWNERSHIP FOR SAN LEANDRO RENTERS

Expand programs which help San Leandro renters purchase homes in the community. These programs should focus on moderate income households (80-120% of areawide median income) but should also provide home purchase opportunities for low and very low income households.

- First-Time Homebuyers Program
- Lease-Purchase Programs
- Mortgage Credit Certificates

Action 55.02-A: First-Time Homebuyer Program

Continue the City's first-time homebuyer assistance program, offering low-interest deferred payment loans to qualifying low and moderate income households for downpayment assistance or gap financing.

Make the following changes to the program to improve its effectiveness:

- *Increase the maximum loan amount from the current level of $10,000 per applicant.*
- *Index the maximum loan amount to the cost of housing, so that it rises as housing inflation occurs.*

Action 55.02-B: Mortgage Credit Certificate Program

Continue to support the Mortgage Credit Certificate (MCC) Program administered by the Alameda County Housing and Community Development Department. (Recipients of MCCs may take 20 percent of their annual mortgage interest payment as a dollar for dollar tax credit against their federal income taxes. The homebuyer adjusts federal income tax witholdings, thereby increasing income available to pay the mortgage.)

Policy 55.03 FIRST-TIME BUYER EDUCATION

Inform prospective low and moderate income homebuyers of the financial assistance programs available through private lenders, the City, and Alameda County.

- Public Education and Outreach

Action 55.03-A: First-Time Homebuyer Seminars

Continue periodic City-sponsored workshops for first-time homebuyers, in coordination with participating lenders and realtors.

Action 55.03-B: Home Buyer Information Fair

Explore the feasibility of reestablishing the Home Buyer Information Fair (formerly known as the San Leandro Festival of Homes) as a joint effort with the County or adjacent cities.

Action 55.03-C: Post-Buyers Seminar

Initiate an annual seminar to advise persons who have recently purchased a San Leandro home (a "post-buyers" seminar).

Policy 55.04 RENT-TO-BUY

Encourage property managers and absentee owners of San Leandro single family homes to offer "rent with the option to buy" programs for young families.

- Intergovernmental Coordination
- Lease-Purchase Programs

Action 55.04-A: Lease-Purchase Home Ownership Program

Begin participating in the East Bay-Delta Lease-Purchase Home Ownership Program, a non-profit housing program that assists individuals who have the income needed to make monthly mortgage payments but lack funds for a downpayment and closing costs. (In this program, East Bay-Delta Housing purchases the homes and then leases them to the applicant for a 38-month period. The new owner builds equity during this period and takes ownership at the end with a no-cash downpayment and reduced closing costs. Hayward, Oakland, Fremont, Newark, Livermore, and Pleasanton already participate in this program, but San Leandro does not.)

Goal: 56 Affordable Housing Conservation

Encourage the preservation and rehabilitation of the existing affordable housing stock.

Quantified Objectives for Goal 56

1 Provide rehabilitation assistance to an average of 50 lower income homeowners a year between 2002 and 2006, either through the Minor Home Repair Program or the Owner-Assisted Rehabilitation Program.

2 Provide rehabilitation assistance to a minimum of one mobile home park and at least 20 mobile home owners by June 30, 2006.

3 Rehabilitate at least 100 units of rental housing through the apartment rehabilitation program (or its successor, in the event the program is discontinued) by June 30, 2006. At least 30 percent of these units should be affordable to low or very low income households.

4 Conserve the 546 income-restricted units that currently exist in the City.

POLICIES AND ACTIONS **IMPLEMENTATION STRATEGIES**

Policy 56.01 REHABILITATION OF OWNER-OCCUPIED HOUSING

Undertake a range of City programs that assist private property owners, particularly low and moderate income owners, in maintaining and improving the condition of their homes.

- Annual HOME and CDBG Funding
- Housing Programs (Minor Home Repair and Owner-Occupied Housing Rehab)

Action 56.01-A: Minor Home Repair Program
Continue local financial support for the Minor Home Repair Program, which provides $2,000 grants to low and very low income homeowners for emergency repairs and the correction of household hazards.

Action 56.01-B: Owner-Occupied Housing Rehabilitation Program
Continue local support for the Owner-Occupied Housing Rehabilitation Program, which provides loans and technical assistance to very low and low income homeowners for major repairs and improvements. Explore the feasibility of increasing the funding for this program and raising the maximum loan amount from the existing ceiling of $20,000.

The City will expand publicity for the two programs described above through articles in City News, expanded use of the "housing programs" link on the City's website, press releases and liaison with the San Leandro Times and other media outlets, advertisements on the City's local access cable channel, greater coordination with the Police Department's Community Compliance officers, increased use of promotional flyers at San Leandro public libraries, door to door canvassing in target areas, greater use of multi-lingual printed materials, and targeted campaigns in neighborhoods with high concentrations of older housing stock. The City is planning to conduct a mass mailing to several target neighborhoods during 2003 with information about the Minor Home Repair and Owner Occupied Rehabilitation Programs.

Policy 56.02 REHABILITATION OF RENTER-OCCUPIED HOUSING STOCK

Implement measures that assist the owners of multi-family rental projects in maintaining their properties and improving the quality of rental apartments. These measures should include rehabilitation assistance, and acquisition/ rehabilitation programs in which the long-term affordability of rental units is assured.

- Annual HOME and CDBG Funding
- Housing Programs (Apartment Rehab)
- Redevelopment Project Funding

Action 56.02-A: Apartment Rehabilitation Program

Continue the Apartment Rehabilitation Program funded through HOME, CDBG, and local redevelopment agency set-asides. This program provides technical and financial assistance to the owners of rental properties to rehabilitate substandard units. The following specific actions related to this program should be pursued:

- *Rehabilitation of the Surf Apartments on Tropic Court (HOME and Redevelopment Agency funding), with the condition that at least 50 percent of the units are affordable after completion.*
- *Funding to rehabilitate and/or acquire and rehabilitate additional apartment complexes in the City by 2006. The City will work as co-applicant with interested owners and non-profit developers to obtain additional funds for apartment rehabilitation.*
- *Potential measures to expand the apartment rehabilitation program to include small, single family homes that are rented out, where such homes are in deficient condition, in need of repair, and will remain as affordable rental units after rehabilitation.*
- *Measures to ensure that rental units created through this program remain affordable in the event that loans are paid off early.*
- *Expanded publicity of the apartment rehabilitation program through direct mailings to the owners of rental properties and coordination with interested non-profit developers.*

Policy 56.03 TENANT RETENTION IN REHABILITATED PROJECTS

Ensure that the City's apartment rehabilitation program includes relocation provisions for displaced tenants, and measures which ensure that former tenants can be re-housed in the rehabilitated units.

- City Operating Procedures
- Housing Programs

Policy 56.04 EXPANDED LANDLORD PARTICIPATION

Promote the expanded participation of local landlords in rental housing rehabilitation programs. Explore incentives and public information tools to generate interest in these programs.

- Public Education and Outreach

Policy 56.05 "AT RISK" RENTAL UNITS

Develop programs to preserve affordable housing in projects with affordability restrictions that will expire during the next 10 years.

- Program Development

Action 56.05-A: Protection Strategy for At-Risk Units

Develop a strategy to protect the 73 below market rate (BMR) rent units set to expire in 2008 at the Greenhouse Townhomes (8 very low and 3 low income units) and Parkside Commons (4 very low and 58 low income units).

The strategy should include the following components:

- *Offering low-interest rehabilitation loans or other forms of financial assistance to owners of these properties in exchange for an agreement to retain the units as affordable.*
- *Working collaboratively with the project owners and non-profit housing developers who may be interested in acquiring an ownership share in the project.*
- *Exploring other incentives (such as fee reductions or allowances for additional development) in exchange for a renewal of affordability restrictions.*

In the event that protection of the units is infeasible, ensure that impacted tenants are notified at least one year prior to the conversion date and are provided with resources for relocation assistance.

Action 56.05-B: Monitoring "At-Risk" Units

In addition to the units described above, monitor the status of other assisted housing units that are at risk of conversion beyond the timeframe of this Housing Element.

Policy 56.06 LANDLORD-TENANT RELATIONS

Provide assistance to landlords and tenants in resolving conflicts and understanding their respective rights and obligations. Maintain measures that discourage the displacement of San Leandro renters as a result of sudden or steep rent increases.

- Housing Programs
- Rent Review Board

Action 56.06-A: Rent Review Board

Maintain a Rent Review Board to mediate disputes related to significant rent increases in local apartment complexes.

Action 56.06-B: Rental Assistance Program

Study the feasibility of a Rental Assistance Program, which assists lower income families with move-in costs or delinquent rent due to temporary economic hardship. The program could be a revolving loan program to help with rental deposits or monthly rent.

Policy 56.07 REHABILITATION OF MOBILE HOME PARKS

Promote the rehabilitation of the City's mobile home parks without displacing tenants or reducing the number of affordable units.

- Annual CDBG/ HOME Funding
- Program Development
- Redevelopment Project Funding

Action 56.07-A: Mobile Home Park Rehabilitation

Undertake a mobile home park rehabilitation, safety, and affordability preservation program. To the extent allowed by state laws governing mobile homes, the program should beautify one or more San Leandro mobile home parks and should be structured to avoid the dislocation of—or creation of economic hardships for—mobile home park occupants. The program would entail one time loans or grants to mobile home park owners to undertake improvements such as signage, landscaping, and the undergrounding of natural gas lines.

The City will also work with the State Department of Housing and Community Development (HCD) to pursue mobile home park enhancement grants, and to obtain funding through HCD's Mobile Home Park Resident Ownership Program.

Action 56.07-B: Mobile Home Grant Program

Continue local financial support for the Mobile Home Grant Program, which provides $1,500 grants to very low income mobile home owners for mobile home rehabilitation. Explore the feasibility of expanding this program in conjunction with Action 56.07-A to enable more substantial upgrades to mobile homes.

(See also Land Use Element Action 1.02-C: Pursue a variety of strategies and programs to upgrade the appearance of mobile home parks without displacing owners and tenants.)

Policy 56.08 CONDOMINIUM CONVERSION

Allow apartments to be converted to condominiums or cooperatives only where the following conditions exist:

- a tenant relocation plan is provided.
- the design of the building is appropriate for a wide range of residents.
- obsolete or inappropriately designed aspects of the building can be replaced or raised to current standards.

Discourage conversions which would result in a net loss of affordable units or the displacement of low income tenants.

- Condominium Conversion Ordinance
- Development Review
- Zoning Code

Policy 56.09 EFFICIENT USE OF THE HOUSING STOCK

Support programs that encourage the more efficient use of existing single family homes, for instance, roommate matching and shared housing programs.

- Program Development

Action 56.09-A: Shared Housing Program

Explore a roommate matching or shared housing program aimed at seniors living alone. In the event the City is unable to sponsor such a program, participate in the existing shared housing program run by ECHO Housing which serves seniors and others in Alameda County.

Policy 56.10 GRANDFATHERED SECOND UNITS

Continue to recognize second units established prior to the adoption of the 1961 zoning code as legal dwelling units.

- Development Review
- Zoning Code

Policy 56.11 REDUCING HOUSEHOLD ENERGY COSTS

Pursuant to General Plan Policy 28.03 (Energy Retrofits), promote weatherization, energy-efficient appliances, and other measures that reduce household energy costs and thereby provide more disposable income for shelter.

- Energy-Efficiency Programs

Action 56.11-A: Energy Efficiency Programs

Encourage the participation of local residents in programs designed to reduce household energy costs, particularly home weatherization programs and utility tax exemptions geared toward lower income households. Coordinate with PG&E to inform lower income households about potential ways to reduce home energy costs.

Policy 56.12 REBUILDING DAMAGED STRUCTURES

Maintain zoning provisions which allow residential structures exceeding the currently allowable density to be rebuilt to their previous size in the event that they are destroyed by fire, earthquake, or other calamity.

- Zoning Code

See also Policy 1.01 regarding the conservation, maintenance and upgrading of the City's housing inventory; Policy 2.07 discouraging "teardowns" (the replacement of smaller dwellings with larger and more expensive homes); Action 1.04-C calling for programs to ensure that landlords are held accountable for the maintenance of rental properties; and Action 29.02-A, assisting homeowners with earthquake retrofits.

Goal: 57 Special Needs Populations

Proactively address the special housing needs of the community, including seniors, disabled individuals, single parents, large families, and the homeless.

Quantified Objectives for Goal 57

1. Produce at least 120 new units of lower income senior housing between 2002 and 2006, including 60 units in the ABHOW project and another 60 units in future projects.
2. Provide at least 32 new units of lower income housing for persons with physical or developmental disabilities between 2002 and 2006, including 16 units in Fuller Lodge Phase II and another 16 units in future projects.
3. Increase utilization of the Section 8 program to 100 percent of the share of units allocated to the City.
4. Create at least 20 new three or bedroom apartments affordable to lower income households between 2002 and 2006, both through new construction and the apartment rehabilitation program.

POLICIES AND ACTIONS

Policy 57.01 SENIOR HOUSING

In accordance with the needs analysis conducted as part of this Housing Element, encourage the production of housing targeted to San Leandro seniors. Both non-profit and for-profit developers in the City should incorporate supportive services for seniors and design features which respond to the needs of seniors and others with limited mobility—such as single story floor plans, wheelchair ramps, bathrooms with grab-bars, and buildings with elevators.

Action 57.01-A: Additional HUD Funding

Pursue funding through the HUD Section 202 and 811 programs for the construction of additional housing for seniors and disabled persons.

Action 57.01-B: Density Bonus Increase

Increase the City's density bonus provisions to allow a 50 percent bonus for senior housing (instead of the 25 percent bonus contained in the current ordinance). Explore appropriate revisions to the parking standards for senior housing to ensure that this bonus can be realized on future development sites.

IMPLEMENTATION STRATEGIES

- Business Development Programs
- Development Review
- Zoning Code

Policy 57.02 GRADUATED SENIOR HOUSING

To the extent feasible, encourage the development of "graduated" senior housing projects which anticipate the changing needs of seniors over time and which include units for independent living and assisted living, as well as skilled nursing facilities.

- Business Development Programs
- Development Review
- Housing Programs
- Zoning Code

Action 57.02-A: Allowing Senior Householders to "Age in Place"

Continue programs (including loans and/or grants) which allow seniors to "age in place" by retrofitting their homes with grab bars, wheelchair ramps, and other assistive devices which respond to the decreased mobility of elderly householders.

Policy 57.03 RESIDENTIAL CARE FACILITIES

Support the development of affordable licensed residential care facilities for seniors, the disabled, persons with AIDS, and others requiring assistance in day-to-day living.

- Development Review
- Zoning Code

Action 57.03-A: Congregate Care Facilities

Support state legislation which would count congregate care facilities toward a community's fulfillment of its fair share housing assignment.

Policy 57.04 OUTREACH TO SENIORS

Produce educational and promotional materials about housing options for seniors living alone in larger single family homes, and explore incentives and/or assistance programs for seniors interested in selling their homes and relocating to smaller dwellings within San Leandro.

- Housing Programs
- Public Education and Outreach

Policy 57.05 FAMILY HOUSING

In accordance with the needs analysis conducted as part of this Housing Element, encourage the production of affordable multi-family housing for large families. To minimize impacts on local schools and to the extent feasible, such housing should be targeted toward persons who are already living in San Leandro, particularly families occupying units meeting the census definition of overcrowding (e.g., more than 1 person per room).

- Development Review
- Housing Programs
- Municipal Code and Ordinances
- Zoning Code

Action 57.05-A: Large Family Rentals

Consider amendments to the City's fee schedule and zoning regulations that would create incentives to include three and four bedroom apartments in new affordable multi-family and/or mixed use projects.

Policy 57.06 BARRIER-FREE DESIGN

Promote accessibility in design for persons with physical disabilities. Also, promote the inclusion of units that are set aside for persons with disabilities within larger affordable housing developments.

- Building Code
- Development Review
- Housing Programs

Program 57.06-A: Reasonable Accommodations for Disabled Residents

In accordance with Senate Bill 520, adopted on January 1, 2002, the City will ensure that reasonable accommodations are made to meet the housing needs of persons with disabilities. These measures should ensure that the City's land use regulations and planning procedures include provisions which support the development (or alteration) of housing to meet the needs of San Leandro's disabled residents. The following should be achieved in accordance with this program:

- *Reduced parking standards for housing units serving disabled residents, or allowing such reductions to be processed administratively rather than through public hearings.*
- *Allowing variances from development standards for certain types of improvements (such as wheelchair ramps within side-yard setbacks) to be processed administratively.*
- *As feasible and appropriate, amendments to the City's building code to require strobe lights on smoke alarms for the hearing impaired.*
- *Requiring at least five percent of the units in projects receiving redevelopment set-aside funds to be reserved for persons with disabilities. Projects receiving HOME funds are already subject to this requirement.*
- *Preparation of brochures and informational "how to" flyers advising San Leandro homeowners on procedures for retrofitting their residences to accommodate decreasing mobility.*

In addition to these measures, the City will continue to work with disabled advocacy groups to address the housing and transportation needs of the local disabled community. This could include representation on the City's Human Resources Commission and advisory committees, ongoing coordination and liaison, and continued allocation of funds through the City's CDBG program. It will also continue to allocate CDBG funds for accessibility retrofits, and will continue to enforce the ADA and Title 24 of the California Administrative Code.

Policy 57.07 EXTREMELY LOW INCOME PERSONS

Continue programs that meet the needs of extremely low income persons (defined as 30 percent or less of the areawide median), including the Section 8 voucher and certificate program. Explore other programs which create additional capacity for the working poor and other extremely low income households who cannot find adequate housing in the local marketplace.

IMPLEMENTATION STRATEGIES

- Annual HOME/CDBG Funding
- Housing Programs (Section 8)
- Inclusionary Housing Ordinance
- Program Development

Action 57.07-A: Inclusionary Housing for Extremely Low Income Households

Consider restructuring the City's inclusionary housing provisions (Zoning Code section 2-520(F)) and/or the inclusionary housing provisions for redevelopment areas to require a specified percentage of new housing units to be targeted to "extremely" low income households (e.g., households earning 30 % or less of areawide median income).

Action 57.07-B: Section 8 Program

Continue to participate in the Section 8 Certificate and Voucher Program, which provides assistance to very low income tenants through rent subsidies paid directly to landlords. Promote partnerships with the Alameda County Housing Authority and the Rental Housing Organization to expand the availability of vouchers for San Leandro residents, and provide additional incentives for San Leandro landlords to participate in the program.

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Policy 57.08 HOMELESSNESS

Continue to support programs that prevent or relieve homelessness in the Bay Area. Work with local non-profits, other public agencies, and community organizations to provide food, shelter, and other services to men, women, and children who are homeless, at risk of becoming homeless, or transitioning out of homelessness.

- Annual CDBG/HOME funding
- Housing Programs
- Intergovernmental Coordination
- Public/Private Partnerships

Action 57.08-A: Assistance to Homeless Service Providers

Continue to provide financial support to the San Leandro Shelter for Women and Children, the Davis Street Community Center, the Emergency Shelter Program, and similar organizations assisting the homeless and persons at risk of becoming homeless.

Action 57.08-B: Transitional Housing

Evaluate the feasibility of a local transitional housing facility that would provide subsidized rental housing for families to assist them in the transition between living in a shelter and regular private rental housing. If such a facility can be constructed, priorities should be given to single parent households with children. If such a facility is infeasible in San Leandro, continue to provide financial support to develop such facilities in nearby communities (such as the new Bessie Coleman development in Alameda).

Action 57.08-C: Group Residential Uses in the Light Industrial Zone

Amend the San Leandro Zoning Code to allow group residential uses (such as homeless shelters, rooming and boarding houses, and residential care facilities) as a conditional use within Industrial-Light (IL) zoned parcels located within one-half mile of the BART stations.

Policy 57.09 IMMIGRANT HOUSEHOLDS

Work with community groups, including faith-based and nonprofit organizations, to provide outreach on housing resources and needs to immigrant households and others with limited English language abilities. Local housing programs should respond to the needs of a culturally diverse community that includes multi-generational families, a variety of living arrangements, and a large number of non-English speaking households.

- Public Education and Outreach
- Public/Private Partnerships

Policy 57.10 SERVICE-ENRICHED HOUSING

Promote social services and programs in affordable housing projects that assist lower income households in obtaining the financial resources needed to increase their housing choices in the City.

- Intergovernmental Coordination
- Public/Private Partnerships

Policy 57.11 PUBLIC SERVICE EMPLOYEES

Recognize school teachers, police and fire personnel, child care workers, nurses, and other public service employees as an essential part of the local workforce and seek to improve housing opportunities for these groups within the City.

- Housing Programs
- Grant Funding
- Redevelopment Project Funding

Action 57.11-A: Housing for Public Service Employees

Explore programs which assist San Leandro's teachers, nurses, police officers, and other community service employees in obtaining suitable and affordable housing within the community. Explore the availability of state funding for such programs. To the extent permitted by law, consider directing a percentage of redevelopment set-aside funds for this purpose.

Goal: 58 Elimination of Housing Constraints

Reduce potential constraints that increase the cost or feasibility of new housing development.

POLICIES AND ACTIONS

IMPLEMENTATION STRATEGIES

Policy 58.01 ZONING REGULATIONS

Ensure that the development standards, use restrictions, parking requirements, and other regulations contained in the San Leandro Zoning Code enable the production of housing for all income groups. Overly restrictive or redundant requirements should be strongly discouraged.

- Building Code
- Development Review
- Zoning Code

Action 58.01-A: Amend the Minimum Lot Area Required for a Planned Development

Maintain provisions in the Zoning Code for "Planned Developments" (PDs) on sites where the strict application of zoning standards could make development less feasible. The PD designation should allow flexibility in the application of setback requirements, minimum lot sizes, lot coverage limits, and other standards to reflect the unique context of each site. The PD designation should not preclude the requirement that the development is harmonious with the surrounding neighborhood and that impacts on local services and the environment are mitigated.

To facilitate the use of PDs in the City, the following specific actions should be considered:

- *Lowering the minimum lot area requirement for Residential PDs.*
- *Lowering the minimum lot area requirement for Commercial PDs,where at least half of the floor area in the proposed project will be devoted to housing.*

Action 58.01-B: Amend Zoning Code Provisions for Multi-Family Uses

Within three years of Housing Element adoption, present a comprehensive package of Zoning Code revisions to the Board of Zoning Adjustments, the Planning Commission, and the City Council. These revisions may include, but should not necessarily be limited to, the following:

- *For lots in the RD and RM zones that are currently developed with one single family home, allow one additional single family (detached) dwelling on the property if the lot is 6,000 square feet or greater.*
- *Eliminate the requirement for a conditional use permit for multi-family projects of 20 units or more in the RM-1800 zone. Such projects should continue to require environmental review and site design review so that impacts are adequately addressed and the public is involved.*

- *Amend Section 2-696 to note that housing in the CC and CRM zones is subject to the same regulations that apply in the RM-1800 zone (24 units per acre) rather than those that apply in the RM-2000 zone (22 units per acre).*
- *For small lots in the NA-2 zone, which was specifically created to encourage pedestrian-oriented mixed residential/commercial projects along the northern part of East 14th Street, reduce the required front and side yard setback requirements (now 20 feet and 15 feet respectively).*

Adoption of these zoning changes would be preceded by additional opportunities for community input, including community workshops and neighborhood meetings.

Action 58.01-C: Amendments to the Parking Requirements

Pursue the following revisions to the City's parking standards (Zoning Code Article 17) to more easily accommodate higher densities on multi-family and mixed use sites. Further study of these revisions shall be conducted before changes to the Zoning Code are made:

- *Reductions in the number of spaces required for residential projects located within one-quarter mile of the Downtown or Bayfair BART Stations and along the East 14th Street corridor.*
- *Reductions in the number of spaces required for affordable or senior housing projects, if it can be demonstrated that the expected tenants will own fewer cars than the regular standards anticipate—or if spaces will not be "pre-assigned" to specific units in the project.*
- *Allowances for some of the spaces to be tandem or uncovered, provided that none of the spaces extend into the front yard setback.*
- *Standards for "shared parking" when uses with different peaking characteristics (such as offices and apartments) are combined in a single structure.*
- *Reductions to the space requirements for studio apartments (presently 1.5 spaces per unit).*

In addition, the City should explore the feasibility of an ordinance which would prohibit the long-term storage of cars in designated parking spaces in multi-family complexes, thereby ensuring that the spaces may remain available for tenant use.

Action 58.01-D: Amendments to the Second Unit Standards

Initiate the following revisions to the second unit provisions in Section 2-554 of the Zoning Code:

- *Allowing such units to be detached on large (greater than 10,000 SF) lots.*
- *Increasing the maximum allowable size of a second unit, while maintaining the requirement that it comprise no more than 30 percent of the total floor area of the house.*
- *Allowing second units in the RD zone as well as the RS zone.*

In addition, the City will explore the feasibility of impact fee waivers for second units if it can be determined that the units will not increase the demand for local services and facilities.

Policy 58.02 PERMITTING PROCEDURES

Minimize the cost and time associated with development review while still adequately addressing community and environmental concerns. Continually explore ways to streamline the permitting process for projects that are consistent with the General Plan.

- CEQA
- Design Guidelines
- Development Review
- Zoning Code

Action 58.02-A: Permit Streamlining

Maximize the potential benefits of the City's permit tracking system, one stop permitting center, and website to facilitate permit processing and the issuance of building permits.

Policy 58.03 DEVELOPMENT FEES

Ensure that local development impact fees are structured to cover only the costs associated with new development. While it is appropriate for impact fees to cover the capital costs required by new projects, they should not be structured to correct deferred maintenance problems or pre-existing deficiencies. To the extent possible, the latter should be addressed through other funding sources, such as bond measures, CDBG funds, grants, redevelopment funds, and general fund allocations.

- Annual Budget
- City Operating Procedures
- Development Review

Action 58.03-A: Fee Reviews

Regularly review and update local development and permitting fees to ensure that they are competitive with other communities in the East Bay.

Action 58.03-B: Fee Reductions for Affordable Housing-City

Develop a policy to reduce certain fees for affordable housing projects, provided that such reductions will not adversely affect the City's ability to provide services to the project. Due to acute shortages of school capacity and parkland, these fees should not be reduced. However, reductions or waivers of use permit fees, rezoning fees, preliminary and tentative map filing fees, and similar administrative fees may be considered for housing projects that incorporate a substantial affordable housing component. Reductions in the Undergrounding Utility Fee for affordable housing projects in the East 14th Street corridor also should be considered, provided that there are supplemental funds from another source (such as the Redevelopment Agency) that can be used to cover this expense.

Action 58.03-C: Fee Reductions for Affordable Housing-Other Agencies

Work with the East Bay Municipal Utility District (EBMUD) and other utilities to explore possible reductions to connection and system capacity fees for housing projects which include a substantial number of affordable units.

Policy 58.04 CUSTOMER-FRIENDLY ENVIRONMENT

Demonstrate a strong commitment to customer service in the processing of residential development applications, continuing the spirit of the City's One-Stop Permitting Center. Regularly explore ways to make the development review process easier to navigate for applicants.

- City Operating Procedures
- Development Review

Policy 58.05 RESOLVING DESIGN ISSUES

Work proactively with developers and community groups to address design issues and other impacts associated with multi-family housing. For projects that would provide significant public benefit, explore the feasibility of design and architectural assistance to reduce developer costs.

- Design Guidelines
- Development Review
- Public Education and Outreach

Policy 58.06 INFRASTRUCTURE MAINTENANCE

Encourage the ongoing maintenance of water, wastewater, storm drainage and other public facilities to ensure that their condition does not preclude the development of additional housing in the City. Coordinate and prioritize repair and rehabilitation projects to ensure that services are available for the housing sites identified in this Element.

Action 58.06-A: Correction of Infrastructure Deficiencies

Ensure that the San Leandro Capital Improvement Program includes the projects needed to correct existing infrastructure deficiencies and facilitate the development of housing on the sites identified in this Element.

- Annual Budget
- Capital Improvement Program

Policy 58.07 ENVIRONMENTAL CONSTRAINTS

Explore programs and funding sources to correct flooding and soil contamination problems on underutilized sites that might be redeveloped with housing.

- Grant Funding
- Program Development
- Redevelopment Project Funding

Action 58.07-A: Remediation of Soil Contamination

Explore possible funding sources and other ways to assist prospective housing developers in addressing soil contamination problems on potential housing sites.

See also Action 46.02-A regarding City assistance and support to both School Districts in their efforts to increase capacity and develop new facilities.

Goal: Fair Housing

59

Ensure that all persons, within their abilities and means and without discrimination, have freedom of choice as to where they live.

Quantified Objectives for Goal 59

1 Conduct at least one Multi-Family Management Assistance Program seminar a year between 2002 and 2006 to promote responsible apartment management and tenant screening practices, encourage participation in the Section 8 program, and apprise landlords of their rights and obligations under the Fair Housing Act.

POLICIES AND ACTIONS | **IMPLEMENTATION STRATEGIES**

Policy 59.01 ENDING HOUSING DISCRIMINATION

Encourage and directly support effective programs working toward the elimination of arbitrary housing discrimination based on age, race, sex, sexual orientation, marital or family status, ethnic background, medical condition, disability status, or other arbitrary factors.

- Housing Programs
- Human Resources Commission
- Intergovernmental Coordination

Action 59.01-A: Contract with ECHO Housing

Continue to contract with Eden Council for Hope and Opportunity (ECHO) Housing for fair housing assistance and the investigation of discrimination complaints, and for tenant-landlord counseling and mediation services.

Policy 59.02 NON-DISCRIMINATION IN CITY HOUSING PROGRAMS

Ensure that non-discrimination is required as a condition of approval for all City-approved housing programs.

- City Operating Procedures

Policy 59.03 INFORMATION AND REFERRAL SERVICES

Provide information and referral services that direct families and individuals to agencies that can assist them in overcoming financial barriers to housing rental or purchase, locating suitable housing, and obtaining housing with special facilities such as disabled-accessible units.

- Housing Programs
- Intergovernmental Coordination
- Public/Private Partnerships

Policy 59.04 OUTREACH ON HOUSING RESOURCES

Ensure that City housing programs are well publicized throughout the community. Use a variety of methods, including multi-lingual printed materials, broadcast media, and the internet to advertise programs that assist low and moderate income San Leandro homeowners and renters.

- Public Education and Outreach

Action 59.04-A: Housing Highlights Newsletter

Continue to produce a quarterly housing newsletter to inform tenants, prospective homebuyers, and public agencies of the housing programs and activities funded by the Redevelopment Agency and the City. Explore the production of this newsletter in other languages, such as Spanish.

Policy 59.05 PUBLIC EDUCATION

Promote multi-lingual public education and awareness of fair housing requirements and the need for affordable housing. Work to address misconceptions about affordable housing and to build broad recognition and support for such housing in the community.

- Housing Programs
- Public Education and Outreach
- Public/Private Partnerships

Action 59.05-A: Multi-family Management Assistance Program (MMAP)

Continue support for the Multi-family Management Assistance Program in conjunction with the Rental Homeowners Association of Southern Alameda County. The program should continue to provide property owners, site managers and property management companies with standard rules and regulations for tenant screening and property management. In association with the MMAP, the San Leandro Police Department should also continue to provide crime prevention and safety programs for tenants of large multifamily complexes.

CHAPTER
10

Agenda for Action

CHAPTER

10

AGENDA FOR ACTION

A. OVERVIEW

The “Agenda for Action” identifies the steps to be taken after the General Plan is adopted. The Plan sets forth an ambitious menu of actions, strategies, and programs. Implementing these measures will take many years and will require considerable public and private investment. A coordinated effort by the City, its elected and appointed officials, other agencies, residents, businesses, and organizations will be essential to move the General Plan from vision to reality.

This chapter identifies the highest priorities for implementation, along with the City departments or agencies responsible for taking the next steps. The priorities are based on input from the General Plan Advisory Committee (GPAC) and responses to more than 2,000 surveys that were collected from residents and businesses over the course of the General Plan Update.

Priorities are presented under the following broad categories:

- Zoning Code Changes and Map Revisions
- Capital Improvements
- Design Review and Guidelines
- Business Development Programs
- Annual Budgeting and City Operating Procedures
- Emergency Preparedness Program
- Follow-Up Plans and Studies
- Historic Preservation Program
- Intergovernmental Coordination Efforts
- Ordinances and Initiatives
- Public Education and Outreach Programs

Although every effort has been made to present realistic recommendations, there are limits to how much can be done during the next ten to fifteen years. The General Plan identifies more than 200 individual action items. It is unlikely that all of these recommendations will be implemented by 2015 due to staff limitations, funding constraints, and changing conditions in the City. It is hoped that by acknowledging and focusing on the highest priorities, the City can direct its resources to the actions that best represent the spirit of the GPAC’s efforts.

NO RIGHT TURN
PHOTOGRAPHY
EAST VIDEO

B. FOCUS AREA PRIORITIES

The General Plan (Chapter 3) identifies 10 Focus Areas in San Leandro where the most substantial land use changes in the City are expected to occur. Future public and private investment in each of these areas is important, and should be actively encouraged during the next 15 years. Based on community and GPAC feedback, the top three priority areas for improvement are:

- East 14th Street Corridor
- Downtown/Downtown BART Station
- Bayfair Mall area

The East 14th Street corridor has consistently been ranked as the top priority for improvement in San Leandro. It provides some of the City's best opportunities for infill and mixed use development, including housing, offices, and new retail uses. The City is actively pursuing grants to implement the changes described in the General Plan and will continue to invest in streetscape improvements and other aesthetic changes during the next ten years.

Likewise, Downtown and the adjacent BART Station area have been the subject of concurrent planning studies over the course of the General Plan Update. The area is of interest to many San Leandro residents, and there is a great deal of momentum toward its improvement. Continued public investment is recommended to restore the historic ambiance of Downtown, promote compatible infill development, and create a new transit village around the BART station.

The revitalization of Bayfair Mall is a work in progress. Since the General Plan update began, there has been a significant amount of development and turnover at the Mall, and a complete redesign is now in the works. Ongoing City assistance is recommended to reshape Bayfair's identity and restore its economic vitality.

C. MAJOR INITIATIVES

Zoning Code Changes and Map Revisions

San Leandro's Zoning Code was comprehensively updated in the mid-1990s. A series of amendments to the Code was made in early 2001, primarily to address land use compatibility between residential and industrial uses and focusing on buffering, screening, and design. Further amendments are proposed in about a dozen of the actions noted in the General Plan.

The recommended zoning changes are listed in Table 10-1, with the highest priority changes listed first. Some of the proposed Zoning Code changes are noted as being appropriate "for additional study." The Board of Zoning Adjustments and Planning Commission, with input from property owners and the public at large, should consider the feasibility of each of these changes. To the extent possible, all zoning amendments should be prepared concurrently, with the greatest level of effort on the "highest priority" changes.

The City's zoning map should also be amended for consistency with the General Plan. This does not mean that all parcels must be rezoned to match their designation on the General Plan Land Use Diagram. For instance, the South-of-Marina Boulevard area is expected to remain in Industrial-General (IG) zoning for the foreseeable future despite its "Light Industrial" map designation. Where the existing zoning has been deemed conditionally compatible with the new Land Use Diagram designation (see Table 3-2), the existing zoning may remain in place for the time being. Longer-term zoning changes should be considered as part of follow-up plans or redevelopment programs.

The Environmental Impact Report identifies the specific areas to be rezoned after the General Plan is updated. These include the mid-Washington Avenue corridor (to be rezoned from CC to IL), the East 14th and MacArthur corridors (to be rezoned from CC to Mixed Use), and some of the areas around the Downtown BART Station.

The Community Development Department is responsible for the update of the Zoning Code. Support from other departments should be provided as needed, and sufficient funding should be provided in the annual budget to complete this task within the next 18 months.

Capital Improvements

The Capital Improvement Program (CIP) itemizes the projects to be funded by the City over a five-year period, along with a schedule and strategy for funding. The CIP must be consistent with the General Plan and is an important tool for carrying out some of the changes identified in the document. CIP projects may include infrastructure development, new public buildings, park and open space acquisition or improvement, and streetscape and beautification projects, among others. A variety of funding sources are available for these projects, including general fund revenues, impact fees, redevelopment set-asides, and grants or stipends from the State and federal governments.

The General Plan either directly or indirectly identifies about 50 potential capital improvement projects. The highest priority projects are listed in Table 10-2, with some indication of their order of magnitude cost. The General Plan action number associated with each improvement also is noted. The projects have been grouped into four categories: Transportation, Parks, Urban Design/Streetscape, and Community Services/Public Safety.

Table 10-1 Zoning Code Revisions to be Made or Considered Following General Plan Adoption

HIGHEST PRIORITY ACTIONS
Create a Mixed Use (MX) zoning district (similar to the existing NA-1 and NA-2 districts along East 14th Street) which includes incentives for projects which incorporate housing, retail/office uses, and open space. (Action 8.04-A)
Continue to implement procedures for the reuse of older industrial buildings which ensure that the need for additional parking and landscaping is considered. (Action 10.01-A)
Continue to implement additional provisions to buffer residential and industrial uses from one another. (Action 10.03-A)
Establish minimum densities and floor area ratios for parcels around the BART stations and along the East 14th Street corridor. (Action 13.04-B)
Reduce the base FAR for the Industrial General (IG) zone from 1.0 to 0.8. (Action 13.09-A)
MEDIUM PRIORITY CHANGES
Amend the non-conforming use regulations so that residences in industrial areas may not be rebuilt if they are destroyed or substantially damaged by fire or earthquake. (Action 1.12-A)
Amend the General Industrial (IG) zone to allow hotels as a conditionally permitted use. (Action 7.01-B)
Establish limits on the types of new retail uses that may locate in industrial areas. (Action 10.05-A)
Develop zoning incentives to promote special architectural amenities such as landscaped courtyards and plazas. (Action 43.01-B)
Revise the sign regulations in the Zoning Code to address pennants, banners, inflatable signs, free-standing shopping center signs, shopping center tenant signage and other issues. (Action 44.05-A)
CHANGES FOR FURTHER STUDY AND CONSIDERATION
Amend the development standards for single family residential zones to establish minimum standards for landscaping, and possibly limits on impervious surface coverage. (Action 1.04-A)
Review the development standards for multi-family units to ensure that they support attractive design and sufficient on-site open space. (Action 43.03-A)
Review the entire ordinance to ensure that it responds to changes in technology. (Action 7.06-B)
Consider zoning changes for the CD zone that would help implement the recently adopted Downtown Plan. (Action 6.01-B)
Review the parking requirements for all districts to ensure consistency with General Plan policies. (Action 13.07-A)
Consider standards that ensure that housing is not developed adjacent to areas where large quantities of hazardous materials are handled or stored. (Action 33.04-A)

Source: City of San Leandro, 2001

The capital improvement projects identified in the General Plan that do not appear in Table 10-2 are also important and should be included in the CIP. While the emphasis for local funding should be on the highest priority projects, other projects may be noted as "unfunded" and carried over to future CIP cycles. This keeps the possibility of funding open in the event that new money sources become available. When budgeting for future capital improvements, it is also important to balance proposed "enhancement" projects with the on-going capital projects needed to maintain existing facilities and infrastructure.

Table 10-2 Highest Priority Capital Improvement Projects Identified by the General Plan

Action	Description of Project	Relative Cost
TRANSPORTATION PROJECTS		
6.10-A	**BART Parking Garage and Station Redesign.** This project includes the relocation of the BART parking lot from the east side of San Leandro Blvd. to a new parking structure on the west side of the Station. The station itself would be redesigned in the process. The project would be funded primarily by BART.	$$$$
16.02-C	**Widening of Marina Boulevard (Wayne Av. to San Leandro Boulevard)**. This project is necessary to accommodate planned development in the Marina Boulevard corridor, and projected traffic volumes along Marina Boulevard. A portion has recently been funded.	$$$$
17.05-A	**Westgate Parkway Extension**. Westgate Parkway is to be extended from Walmart to Williams Street. This project has been funded by Alameda County Measure B.	$$$$
6.04-B	**San Leandro Boulevard Redesign: Davis to Williams**. This project would reconstruct San Leandro Boulevard in the BART vicinity to facilitate pedestrian crossing between the BART Station and Downtown.	$$$
16.04-A	**Signal Timing**. This project continues an ongoing program to improve the timing of signals to facilitate cross-town traffic flow. A number of improvements are specifically recommended by the General Plan EIR. A special emphasis would be made to develop (and sign) a "preferred route" between the east and west sides of the City.	$$$
15.03-A	**Shuttle Service**. This project would expand shuttle service between the BART Station and major job centers in West San Leandro and the South-of-Marina areas. A combination of local, federal, and private funds would be used. A pilot program is already underway.	$$
14.01-A	**Development of Bikeway System**. This project would continue the development of bike routes along San Leandro streets, in accordance with the adopted Bikeway Plan. The City regularly applies for state and federal grants to fund these improvements.	$$
18.02-B	**Traffic Safety Improvements**. This would include a variety of improvements for the benefit of pedestrians, bicyclists, transit users, and motorists, such as traffic signals, pedestrian crosswalks and indicators, and pavement changes. The project would probably be funded through grants and through allocations from the General Fund.	$
PARK AND OPEN SPACE PROJECTS		
21.01-B	**Rehabilitation of City Parks**. This project entails the replacement of outdated play equipment, the resurfacing of athletic fields, the rehabilitation of swimming pools, the upgrading of irrigation and lighting systems, the improvement of landscaping and park furniture, and other improvements that make San Leandro's parks more attractive, contemporary, and useful. The project would require passage of a local bond measure for funding, along with state and/or federal grants and subventions.	$$$$
24.04-A 24.04-B	**Rehabilitation of School Athletic Fields and Play Areas**. This would be a joint project of the City and the two School Districts, possibly done in combination with the project described above.	$$$$
7.10-B 22.03-B	**Burrell Field Replacement and/or Renovation**. This project was an ongoing focus of GPAC discussion during 1999 and 2000. The ideal solution would be to replace Burrell Field with a larger and more centrally located City sports complex. In the event this is infeasible, a comprehensive redesign and renovation of the existing field should be pursued.	$$$$
25.07-A	**San Leandro Creek Education Center and Creek Walk**. This project includes an environmental education center on the banks of San Leandro Creek, and the development of a linear park and trail that links the existing open space areas along the banks of the Creek between Root Park and the north end of Preda Street.	$$$

(table continued on next page)

Table 10-2 Highest Priority Capital Improvement Projects Identified by the General Plan

Action	Description of Project	Relative Cost
URBAN DESIGN AND STREETSCAPE IMPROVEMENTS		
8.09-D	**East 14th Street Utility Undergrounding and Streetscape Improvements**. Tree planting, landscaping, banners, street lighting, street furniture, pavement and design changes, undergrounding of utilities, and other changes to beautify East 14th between Downtown and Bayfair Mall.	$$$
38.03-A	**Restoration of the Downtown Plaza**. The precise scope of this project would need to be determined through further design studies. It entails the reconstruction of the historic downtown plaza (Estudillo at East 14th) to restore the area's function as a civic gathering place. A variety of funding sources would be used.	$$$
44.01-A	**Citywide Neighborhood Beautification Program**. This would be a new program, targeting different neighborhoods each year for street tree planting, neighborhood gateway improvements, landscaping, and general beautification.	$$$
40.03-A	**Historic Plaque and Marker Program**. This is an existing program that entails the marking of historic sites and structures with informational and/or decorative plaques. A combination of private and public funds would be used.	$
COMMUNITY SERVICES/PUBLIC SAFETY FACILITIES		
49.05-A	**Development of Youth Center**. This would be a community facility dedicated to youth programs and activities. A variety of funding sources, possibly including a voter-approved bond measure, would need to be pursued.	$$$$
50.01-A	**Development of Senior Center**. This would be a community facility dedicated to senior programs and activities. A variety of funding sources, possibly including a voter-approved bond measure, would need to be pursued. A single multi-purpose facility housing both senior and youth programs might also be considered.	$$$$
47.01-A	**Modernization of the Branch Libraries**. This project would replace or modernize the three branch libraries with state-of-the-art equipment, improved community meeting facilities, and expanded collections. A variety of funding sources, possibly including a voter-approved bond measure, would need to be pursued.	$$$$
45.01-A	**Development of New Fire Stations**. These projects are now under construction. The stations will be in the vicinity of Catalina and Farallon, and Williams and Merced.	$$$$
27.02-B	**Expansion of the Recycled Water System**. This project would install the necessary equipment and infrastructure to allow expanded use of recyled wastewater from the San Leandro Water Pollution Control Plant, including its application on the Monarch Bay Golf Course.	$$$$
29.07-B	**Flood Control Improvements.** Work with Alameda County, State and federal agencies, and elected officials to finance and reconstruct flood control channel Line A Zone 2 (Estudillo) to reduce flood hazards in the Floresta/Springlake and Washington Manor neighborhoods.	$$$$
34.01-A	**Development of Emergency Operations Center (EOC)**. This project includes the development of a dedicated EOC. It might be developed in conjunction with the other community facilities identified above, such as a Senior Center.	$$$$
34.06-B	**Acquisition of Emergency Medical and Communication Equipment**. This entails the acquisition of mobile equipment to be deployed following a major natural or manmade disaster.	$$
34.01-B	**Acquire and Outfit Emergency Supply Cargo Containters**. This project includes the placement of five additional "arks" containing emergency food and water supplies, to be deployed following a major earthquake or similar disaster.	$

KEY

$=Low cost
$$=Moderate cost
$$$=High Cost
$$$$=Very High cost

Source: City of San Leandro, 2001

Some of the CIP projects identified in the Plan will require further study and are acknowledged to be long-term in nature. For instance, the Plan raises the possibility of extending Aladdin Avenue east to San Leandro Boulevard and/or Washington Avenue. More detailed environmental assessments and traffic studies would be needed before such a project is funded. The General Plan EIR does not evaluate the probable environmental effects of such projects in detail, and points out that additional evaluations will be required in such cases.

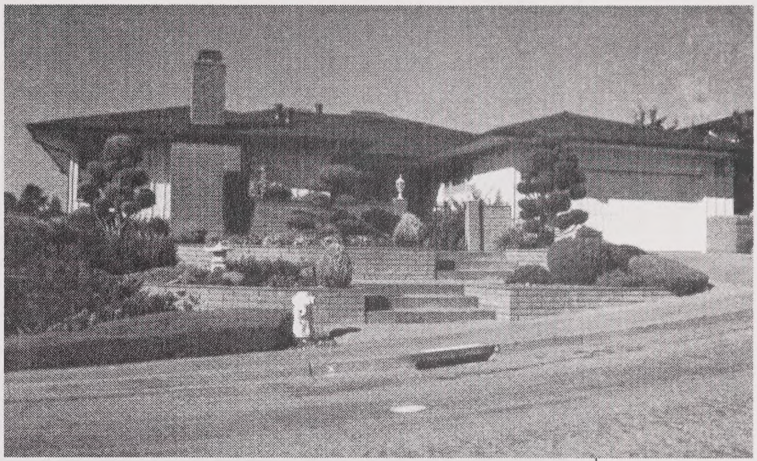
The City's Engineering and Transportation Department has the primary responsibility for maintaining and updating the CIP. Coordination with (and input from) other departments is an essential part of this process.

Design Review and Guidelines

San Leandro currently conducts design review on a limited number of projects, including those requiring conditional use permits, site plan review, or subdivision approval. Applications for infill housing, major additions or remodels, new commercial and industrial buildings, and other structures undergo a more informal design review process during the plan checking and permitting phases. As a result of recent Zoning Code amendments, projects exceeding certain thresholds require discretionary site plan approval.

There is interest in setting higher design and landscaping standards and establishing a process that provides greater assurance that new development will be compatible with its surroundings. A precedent for such standards has been set by the newly adopted Downtown Plan and Urban Design Guidelines, and by the 2001 Zoning Code Update. Similar guidelines have been proposed for other parts of the City and for specific types of development.

The General Plan proposes that design guidelines be implemented in the Downtown BART Station vicinity and prepared for the East 14th Street Corridor (Action 8.09-D), the MacArthur Boulevard corridor (Action 8.11-A), and some of San Leandro's older and more historic neighborhoods (Action 38.05-A). The Plan also recommends that citywide design guidelines be prepared for fences (Action 1.07-A), second units (Action 1.10-A), commercial and industrial projects (Action 10.01-B), single family infill development (Action 42.04-A), small-lot single family homes and multi-family housing (Action 42.04-B), and parking lots (Action 19.02-A). In each case, guidelines would address the general architectural characteristics to be encouraged when new development, additions, and major alterations take place.



As mentioned above, the City has already initiated site plan review and noticing procedures for certain types of residential additions. Further expansion of the design review procedure should be explored following General Plan adoption. The emphasis should continue to be on new commercial, industrial, and multi-family structures and single family infill homes. Citywide design review for minor alterations (e.g., window replacements, decks, roofs, etc.) is not envisioned at this time, unless the neighborhood itself requests such a process. If a neighborhood chooses to be designated as a historic conservation district, for example, it is likely that homes in that area would be subject to a higher level of design review than homes elsewhere in the City.

The Community Development Department will take the lead in implementing Design Review program recommendations. Close coordination with property owners, neighborhood and homeowners associations, and business organizations should occur throughout this process. Design Review measures should be implemented within two years of Plan adoption.

STARBUCKS COFFEE
NOAH'S NEW YORK BAGELS
BAGELS

Business Development Programs

The General Plan identifies a number of business development initiatives to be implemented following adoption. Many have been carried forward from San Leandro's adopted Economic Development Strategy. The Office of Business Development in the City Manager's Office has the primary responsibility for carrying out these initiatives. Major recommendations include:

- Development of, and support for, a technology incubator. (Action 7.04-B)
- Completion of fiber optics infrastructure. (Action 7.08-A)
- Development of a retail prospectus. (Action 8.02-A)
- Neighborhood Shopping Center revitalization. (Action 8.05-A and 43.09-B)
- Expansion of the City's website and links to the local business community. (Action 11.01-B)
- Development of a Foreign Trade Zone. (Action 11.07-A)
- Initiation of a "Made in San Leandro" marketing campaign. (Action 11.08-B)
- Coordination of Marina development opportunities. (Strategy 9.01-A)

Of the actions listed above, the fiber optics system, technology incubator, shopping center rehabilitation, and Marina development programs are the most immediate priorities.

The General Plan also references on-going programs implemented by the Office of Business Development, including the organization of business seminars and networking events, business assistance and retention programs, financial assistance programs, the development of partnerships between the business community and school districts, and a variety of marketing and public relations efforts. These programs should ensure that the City's resources are strategically leveraged to maximize citywide benefits.

Annual Budgeting and City Operating Procedures

Many of the policies in the General Plan identify "Annual Budgeting" and "City Operating Procedures" as tools for implementation. The budgeting process provides a means of allocating staff to the tasks described in the Plan, and a means to commit City funds to ongoing (or new) programs. Operating procedures refer to the day-to-day activities of the City and the manner in which services are delivered.

Each City department will participate in the implementation of the General Plan in this manner. For instance, the Recreation and Human Services Department will continue to provide recreational programs and services that reflect the needs identified in the Plan. The Library Services Department will continue to address the educational and informational needs described in Chapter 8. The Public Works Department will continue to carry out repair and maintenance activities, implementation of water quality programs, and other measures which sustain City facilities and infrastructure. The Environmental Services Division (of the Community Development Department) will carry out various monitoring and clean-up programs.

Other departments have similar responsibilities. Under the direction of the City Manager, the duties of each department must be defined in a manner that is consistent with the General Plan.

Emergency Preparedness Program

The General Plan Advisory Committee identified emergency preparedness as a very high City priority and recommended that preparedness programs be expanded following Plan adoption. Some of these programs will require a commitment of local funds; others will require state and federal grants. Chapter 6 identifies the major initiatives that are proposed. Updating of the City's Management Operations Plan (Action 34.02-A) is an important first step and would provide more detail on how some of these initiatives will be carried out.

Major recommendations include:
- Development of new programs to assist homeowners with earthquake retrofits. (Action 29.02-A)
- Development of a strategy to reduce hazards associated with concrete tilt-up and soft-story buildings. (Actions 29.02-B and 29.02-C)
- Development of an automated dialing system for resident notification. (Action 33.09-A)
- Restoration of a staff position for educational outreach and preparedness training. (Action 34.03-B)
- Acquisition of five additional emergency supply containers (arks) (Action 34.01-B) and mobile communication and medical equipment. (Action 34.06-B)
- Development of a dedicated Emergency Operations Center. (Action 34.01-A)
- Upgrading of Radio 1610 AM. (Action 34.04-A)
- Testing of Emergency Warning Sirens. (Action 34.04-B)
- Public Information and Educational Programs. (Actions 34.03-A and 34.06-A)

Of the programs listed above, the GPAC Safety/Noise Subcommittee has identified restoration of the staff position, along with public information and educational programs, as the highest of priorities.

Primary responsibility for implementation rests with the Emergency Services Division of the City Manager's Office. Since many of the programs involve the retrofitting of existing buildings, close coordination with the Community Development Department will be required.

Follow-Up Plans and Studies

The broad and comprehensive nature of the General Plan precludes a detailed analysis of each issue addressed. Where appropriate, the Plan identifies follow-up studies to be undertaken after adoption. These studies include area plans (more precise development plans for specific areas), inventories, and feasibility analyses. In most cases, the Planning and Housing Services Division of the Community Development Department will be responsible for undertaking these studies.

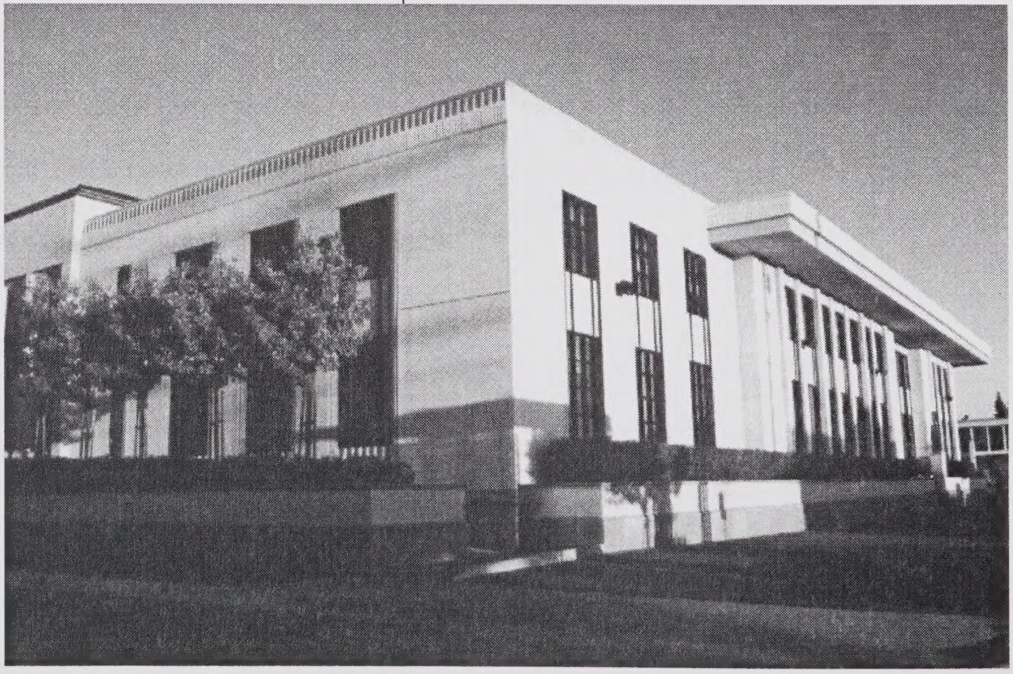
Major follow-up studies include an area plan for the South-of-Marina district (Action 7.10-A) and a long-range plan for the Marina and shoreline neighborhoods (Action 9.09-A). The General Plan also recommends that an Urban Design and Streetscape Plan be prepared for East 14th Street (Action 8.09-D). This is a particularly important action, as it would provide direction for landscaping changes, street redesign, and the design of new buildings along the corridor. The City is already pursuing grant funding to prepare such a Plan.

Major feasibility studies identified by the General Plan include an analysis of Burrell Field (Action 7.10-B and 22.03-B), a Downtown Parking study (Action 6.07-A), and an assessment of the Aladdin Avenue Extension (Action 16.02-B). The Plan also recommends a sports field lighting study (Action 21.03-A), a study of cross-town traffic signal timing (Action 16.05-A), and a predator control plan for the shoreline marshlands (Action 26.05-B).

The General Plan also recommends that the City develop a Child Care Master Plan (Action 48.01-A), a Street Tree Master Plan (Action 44.01-A), and a Parks Action Strategy (Action 21.01-A). Among these, the highest priority should be placed on the Parks Action Strategy. The project has been in the works for several years, beginning with a Parks Needs Assessment completed in 1998. That Assessment should be updated and followed by site development, program, and funding recommendations. A major component of the Plan should address the joint use of San Leandro Unified and San Lorenzo Unified School District facilities.

Historic Preservation Program

Chapter 7 outlines a major new initiative to expand historic preservation efforts in San Leandro. The first step in this process is to prepare a Historic Preservation Action Plan (Action 39.01-A). This should be initiated within one year after the General Plan is adopted, laying the groundwork for many of



the other actions listed in the Plan. Major steps to be taken include:

- Updating the Historic Preservation Ordinance. (Action 39.03-A)
- Expanding the role of the Library-Historical Commission so that they may effectively implement the program recommendations in the General Plan.
- Developing criteria for defining historic buildings. (Action 38.06-A)
- Undertaking a comprehensive survey of historic buildings in San Leandro and expanding the City's historic registry to add notable structures. (Action 38.06-B)
- Creating a Historic District around the Casa Peralta. (Action 38.04-A)
- Developing a Training Program for Staff to improve sensitivity to historic resource issues and procedures. (Action 39.02-B)
- Reinstating the Historic Site Plaque and Marker Program. (Action 40.03-A)
- Initiating a range of public education, awareness, and outreach programs.

The agency with primary responsibility for instituting this program is the Community Development Department, with support from the Library Services Department and assistance from the City Manager's Office.

Intergovernmental Coordination

Many of the action programs listed in the General Plan will require collaborative efforts with other public agencies and institutions. The Plan itself may be used by these agencies to guide decisions on the use of public property, the development of transportation facilities and infrastructure, and the delivery of services. Table 10-3 indicates the other agencies that will participate in the implementation of the General Plan. The City will maintain a working relationship with each of these agencies to carry out the initiatives listed.

One of the most important aspects of intergovernmental coordination involves the review of land use and transportation decisions in San Leandro's sphere of influence. The City will need to work closely with Alameda County as development is proposed in this area, evaluating possible impacts on City services and land uses. The Plan also calls for an amendment to the San Leandro's sphere of influence to include the former rock quarry site on Lake Chabot Road. Regardless of the ultimate plans for the site, it should be brought into the City sphere so that the City's interests are protected as options are considered.

Private sector decisions and investments are also a crucial part of implementing the General Plan. A number of the action items identify proactive roles for local business organizations and advocacy groups. The City will continue to solicit the active involvement of these groups in setting local policy and developing new programs.

Table 10-3 San Leandro Planning Initiatives Requiring Coordination With Other Agencies

Agency	Initiative	Action
ABAG/MTC	Participate in regional jobs-housing balance discussions	12.02-A
	Participate in discussions of future trans-Bay crossings	20.02-B
AC Transit	Develop shuttle bus service	15.03-A
	Improve transit service along East 14th Street	15.05-A
	Improve bus service within San Leandro	15.01-A
	Improve bus service to local school campuses	46.03-A
Alameda County Flood Control and Water Conservation District	Develop trails in flood control channel rights-of-way	22.08-A
	Implement the Watershed Management Program for San Leandro Creek	25.01-A
	Implement the County Clean Water Program	32.02-A
	Coordinate on NPDES Program changes and implementation	32.03-A
	Maintain/improve the Flood Control channels to reduce flood hazards	29.07-A/B
Alameda County Fire Department	Coordinate hazardous materials/air emissions project review, inspections, site clean-up, and spill response	31.04-A
	Implement the County Hazardous Waste Plan	33.01-B
	Publicize household hazardous waste disposal information	33.06-A
	Expand emergency preparedness staffing	34.03-B
	Develop a new fire station at Williams/Merced	45.01-A
Alameda County LAFCO	Amend the sphere of influence to include the rock quarry	Page 138
Alameda County Planning	Review major planning applications within sphere of influence	Page 129
	Implement Bayfair Area urban design improvements	8.10-A
BART	Develop a Downtown station transit village	13.04-A
	Construct a parking garage to replace the surface lot	6.10-A
	Improve the San Leandro and Bayfair stations	15.01-B
	Lobby for quieter trains	36.01-A
Bay Area Air Quality Management District	Implement the Clean Air Plan	31.01-A
	Inform residents of odor reporting and inspection programs	31.05-A
	Lobby for reductions in aviation-related air pollution	31.07-A
Caltrans	Transfer Tier 2 Highways from Caltrans to City	20.05-A
	Develop evacuation and emergency plans	20.01-B
	Coordinate the design of I-580 sound walls	36.05-A
	Coordinate improvements to East 14th , Davis, and Doolittle	7.09-A, 8.09-A
City of Oakland	Doolittle, MacArthur and East 14th corridor planning	7.09-A, 8.11-A, 8.09-C/D
EBMUD	Expand controlled releases of water from Lake Chabot	25.08-A
	Implement water conservation measures	27.02-A
	Expand the use of recycled water for landscaping	27.02-B
	Review proposals for groundwater injection wells	32.10-B
	Improve water pressure (for fire fighting) in redeveloping areas	45.01-B

(table continued on next page)

Table 10-3 San Leandro Planning Initiatives Requiring Coordination With Other Agencies

Agency	Initiative	Action
EBRPD	Update the Land Use Plan for Oyster Bay Regional Park	23.01-A
	Complete the Bay Trail	23.03-A
	Improve Ridge Trail spurs from Anthony Chabot Park to San Leandro	23.03-B
FEMA	Revise the flood plain maps to more accurately depict hazard levels	29.06-A
Oro Loma Sanitary District	Implement additional recycling programs	27.01-A
	Expand the use of recycled water for landscaping	27.02-B
PG&E	Underground the power lines on East 14th Street	44.05-D
	Distribute energy conservation information	28.05-B
Port of Oakland	Implement Doolittle Drive streetscape improvements	7.09-A
	Monitor the transportation impacts of Airport expansion	20.01-A
	Pursue improvements to reduce air pollution from planes	31.07-A
	Participate in Airport Noise Forum	37.01-A
	Implement the Airport Settlement Agreement	37.02-A
	Expand the Noise Compatibility Program and noise mitigation measures	37.02-B/37.08-A
Regional Water Quality Control Board	Implement County Clean Water Program	32.02-A
	Coordinate on NPDES Program changes and implementation	32.03-A
	Continue groundwater monitoring programs	32.10-A
San Leandro Unified School District	Evaluate future options for Burrell Field	7.10-B/22.03-B
	Explore ways to further mitigate development impacts on schools	4.03-A
	Promote educational partnerships with the business community	11.04-A
	Development of Joint Use Facilities Plan/Joint Use agreements	24.01-A/B
	Rehabilitate school athletic fields, pools, and playgrounds	24.04-A
	Develop field reservation practices that are consistent with the City's	24.05-A
	Assist in planning of new school facilities	46.02-A
	Explore feasibility of shared maintenance facilities	46.06-A
San Lorenzo Unified School District	Promote educational partnerships with the business community	11.04-A
	Development of Joint Use Facilities Plan/Joint Use Agreement	24.01-A/B
	Rehabilitate school athletic fields and playgrounds	24.04-B
	Develop field reservation practices that are consistent with the City's	24.05-A
	Assist in planning of new school facilities	46.02-A
Union Pacific RR	Reconstruction of Washington Avenue underpass	16.06-A
	Development of trails in railroad rights of way	22.08-A
	Lobby for reduced noise from train horns	36.05-A

Source: City of San Leandro, 2001

Ordinances

Although the Zoning Code is the major ordinance to be revised after the General Plan is adopted, other municipal ordinances need revision to implement General Plan policies. Foremost among these are the Noise Ordinance (Action 35.08-A) and the Historic Preservation Ordinance (Action 39.03-A). Both of these ordinances are quite old and are not effectively addressing the issues raised by the General Plan Advisory Committee. They should be updated within two years of General Plan adoption.

A number of new ordinances are proposed. These include:

- A Boat and RV Storage Ordinance, which includes standards for the storage of boats and recreational vehicles in single family neighborhoods. (Action 1.04-B)
- A Chain Link Fencing Ordinance, which effectively prohibits new chain link fences on street-facing frontages in single family neighborhoods. (Action 1.07-C)
- A Live-Work Ordinance, which establishes development standards for live-work and work-live housing and lofts. (Action 3.08-A)
- A Watercourse Protection Ordinance, which contains development standards and review procedures for projects along the banks of San Leandro Creek. (Action 25.02-A)
- A Clean Air Ordinance, which includes provisions to reduce air pollution, address commercial and industrial odor and dust issues, and encourage alternative fuel vehicles (Action 31.04-B)

The primary department responsible for initiating these ordinances is the City Manager's Office. In each case, assistance from the City Attorney and the Community Development Department will be necessary to draft the Ordinance and obtain public input.

Public Education and Outreach

Every element of the General Plan includes public education and outreach actions. These range from simple tasks such as preparing pamphlets or websites, to ambitious initiatives such as raising public awareness about San Leandro history, promoting minority involvement in City affairs, and improving disaster preparedness among residents and businesses. Each City Department must take responsibility to inform the public of the issues it addresses, the services it provides, and the opportunities for meaningful public input. The City's Public Information Officer and its Community Relations Coordinator, both in the City Manager's Office, have a central role in these efforts.

Based on feedback from the GPAC, highest priority should be on education and outreach programs related to emergency preparedness and City services. The latter would inform San Leandro residents about resources and opportunities for youth, seniors, child care, and persons with special needs.

D. GENERAL PLAN ANNUAL REPORT AND 5-YEAR EVALUATION

An annual review of the General Plan is required by State law. The purpose of this review is to document the City's progress toward achieving its action programs and strategies. The review should also identify any issues that require attention, along with a discussion of possible Plan amendments.

A more comprehensive evaluation of the Plan should be prepared on a five-year cycle. This evaluation should revisit the Focus Area strategies and actions, along with the major proposals and policy initiatives of the Plan. Actions that have been implemented (or that are no longer appropriate) may be dropped. New actions may be added based on current conditions. As part of this process, the policies should be evaluated to ensure that they are still relevant. If funding allows, the five-year evaluation also should include an updating of baseline data.

The five-year review should culminate in a General Plan amendment that keeps the document current. The amendment does not need to be an entire re-write of the Plan. It is intended primarily as a "housekeeping" task to keep the document relevant and effective.

E. EPILOGUE

The 2015 San Leandro General Plan has been nearly three years in the making. The update process was deliberately designed to involve the community at every step. Although the process was long and sometimes challenging, the end product is a Plan that truly reflects the community's will. This is a Plan by and for the people of San Leandro.

The City has chosen to be bold in its vision. The alternative—to sit back and wait for the future to happen—would not address the many economic, social, and quality of life issues raised during the Plan Update. By pursuing a clear course of action and building coalitions, a brighter future can be secured for the City.

If San Leandro adheres to the policies outlined in this General Plan, what will the community have gained?

First—a diverse and resilient economy, oriented toward expanding markets and equipped to compete with other employment centers in the Bay Area and beyond.

Second—more attractive neighborhoods that combine the best of old and new and contribute to a sense of community and civic pride.

Third—improved mobility and safer streets, supporting a truly multi-modal transportation network.

Fourth—a healthier environment, with expanded recreational and open space opportunities, and cleaner air and water.

Fifth—improved public services that enable a lifetime of learning, growth, and opportunity.

In short, the City will have achieved its vision. The choices are ours to make.

Appendices

GLOSSARY OF TERMS[1]

ACRONYMS

ABAG	Association of Bay Area Governments
ACFCWCD	Alameda County Flood Control and Water Conservation District
ACI	Alameda County Industries
ADA	Americans With Disabilities Act
ADP	Airport Development Program
ALUC	Airport Land Use Commission
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BCDC	Bay Conservation and Development Commission
BZA	Board of Zoning Adjustments
Caltrans	California Department of Transportation
CC&R	Covenants, Conditions, and Restrictions
CDBG	Community Development Block Grant
CEQA	California Environmental Quality Act
CHL	California Historic Landmark
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CPHI	California Point of Historic Interest
CUPA	Certified Unified Program Agency
DFSI	Development Fee for Street Improvements
DMMS	Dredge Materials Management Site
EBMUD	East Bay Municipal Utility District
EBRPD	East Bay Regional Park District
EIR	Environmental Impact Report
EOC	Emergency Operations Center
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GIS	Geographic Information System
GPAC	General Plan Advisory Committee
HOA	Homeowners Association
ISO	Insurance Service Office
LAFCO	Local Agency Formation Commission
LOS	Level of Service
MIS	Major Investment Study
MRF	Materials Recovery Facility
MTC	Metropolitan Transportation Commission
NAACSL	Neighborhood Airport Advisory Committee-San Leandro
NCP	Noise Compatibility Program
PD	Planned Development
PG&E	Pacific Gas and Electric
R&D	Research and Development
RAC	Redevelopment Advisory Committee

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[1] The Glossary is not a formally adopted part of the General Plan and is intended for general guidance only.

RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SEMS	Standard Emergency Management System
SFO	San Francisco International Airport
SOMAR	South of Marina (Blvd)
SRRE	Source Reduction and Recycling Element
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TDM	Transportation Demand Management
TEA-21	Transportation Efficiency Act for the 21st Century
TLC	Transportation for Livable Communities
UBC	Uniform Building Code
UPRR	Union Pacific Railroad
URM	Unreinforced Masonry (Building)
USD	Unified School District
WPCP	Water Pollution Control Plant
YAC	Youth Advisory Commission
ZEO	Zoning Enforcement Officer

GENERAL PLAN TERMS

100-year storm: A rainfall event of great intensity, which has a probability of one in 100 of occurring in any given year.

Abate (Abatement): To put an end to; to reduce in intensity or degree.

Above moderate income: Having an income that is 120 percent or greater of the areawide median.

Action: A specific step to be taken by the City to implement the policies in the General Plan, such as the adoption of a new ordinance or completion of a capital improvement project.

Active recreation: Type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Activity center: An area of a City, usually several blocks large, containing a concentration of retail, office, and civic uses. Activity centers may also contain housing.

Adaptive re-use: A process through which an older building, particularly one with historic value, is rehabilitated or adapted to meet current building codes and respond to current market demand for commercial or residential space.

Addition: An expansion of the floor area of a structure, usually resulting in a larger building footprint or additional building height and often resulting in additional habitable rooms.

Adequate: Sufficient for a specific requirement.

Adjacent: Having a common endpoint or border.

Aesthetic: Of, relating to, or dealing with beauty or visual appeal.

Affordable housing: Housing that can be rented or purchased by a household with very low, low, or moderate income for less than 30 percent of that household's gross monthly income.

Air pollution: The presence of contaminants in the air in concentrations that prevent the normal dispersive ability of the air and that interfere directly or indirectly with people's health, safety or comfort or with the full use and enjoyment of property.

Airport Safety Zone: A specific geographic zone beneath the flight approach paths leading to airport runways. Special development regulations apply within this zone, including limits on the types and intensities of land uses, to minimize hazards to persons on the ground in the event of an accident.

Alameda County Congestion Management Agency: Agency created by State ballot measure to develop solutions to traffic congestion, including transit, growth management, capital improvements, and trip reduction strategies.

Alameda Countywide Clean Water Program: County-run program mandated to achieve compliance with the federal clean water program. Emphasis is on non-point sources of pollution such as stormwater runoff.

Alluvial: Fine soils from eroding land forms deposited by streams and other flowing waters.

Alteration: Any change to the interior or exterior of a structure, does not necessarily result in larger floor area.

Alternative energy resource: Any of a number of energy sources that do not rely on fossil fuels, including sunlight, wind, cogeneration, and biomass.

Alternative fuel vehicle: A vehicle powered by something other than a petroleum product such as gasoline or diesel fuel.

Alternative mode of transportation: Any mode of transportation other than a personal automobile. Such modes include bicycles, buses, light or heavy rail, walking, shuttles, ferries, vanpools, and shared cars, among others.

Ambient: Used to describe measurements of existing or prevailing conditions.

Americans With Disabilities Act (ADA): Federal legislation specifying provisions to be made in the design (or redesign) of buildings, parking, and outdoor areas to remove barriers for persons with disabilities and guaranteeing equal opportunity in public accommodations, transportation and government services.

Ancillary: Related to, but subservient. Typically used to describe secondary structures on a property, such as sheds or garages.

Annual budgeting: The annual City process wherein anticipated expenses for the upcoming year are estimated for each service and function provided. These estimates are based on projected staffing needs, operation and maintenance needs, identified work tasks, and capital expenditures.

Aquatic: Growing, living in, or frequenting water.

Aquifer: An underground water-bearing layer of permeable rock, sand, or gravel through which water can seep or be held in natural storage.

Archaeological: Relating to material remains of past human life or activities. May refer to Native American remains or to the remains of early American or European settlement.

Area plan: A plan for a sub-area of a City, such as a neighborhood or business district. May address many of the same issues covered by a General Plan, but at a more localized level.

Arterial: Roadway mainly serving through traffic; takes traffic to and from expressways and freeways with limited access to adjacent properties.

Ashland-Cherryland Business District: Commercial area in unincorporated Alameda County, located along East 14th/Mission Boulevard between Hayward and San Leandro, and along Lewelling Boulevard east of Hesperian Boulevard.

Assessment district: A procedure to pay for capital improvements wherein bonds are sold and obligation for payment is shared by property owners within the district.

At-grade crossing: The intersection of two streets, or a street and a railroad or other transportation facility, on the ground surface. Contrasted with a grade-separated crossing, where one of the two routes is elevated or depressed so that they do not directly intersect.

Attenuation: The act of lessening the amount, force, magnitude, or value of.

Auto-oriented: A form of development that is oriented towards passing auto traffic and presumes people will use cars to travel to and from the site.

Auto-related service: Any service oriented to the sale, maintenance, repair, operation, upgrading, or disposal of automobiles or trucks. Examples include gas stations, body shops, tire shops, muffler or brake shops, new and used car dealerships, auto painters and detailers, auto upholsterers, and auto repair shops.

Aviation hazard: Any hazard associated with airport activities, especially crash and accident hazards, but also including noise, air pollution, vibration, and other hazards.

Background traffic: Traffic with origins and destinations outside the study area, but passing through the study area. For instance, trips starting in Oakland and ending in Hayward.

Bank stabilization: Any of a variety of measures to make a streambank more resistant to the forces of erosion.

Barrier-free transit: Transit vehicles, stations, and infrastructure which are designed in a manner allowing full access by persons with disabilities.

Base FAR: The amount of floor area permitted on a site by right, before the granting of floor area bonuses for amenities.

Bay mud: A soil type found along the shoreline of San Francisco Bay characterized by low stability, particularly during earthquakes.

Bay Trail: 400-mile trail system being constructed around San Francisco Bay; will eventually encircle the Bay close to the waterfront, with spur trails to parks and nearby urban areas; currently about 50 percent complete.

Best Available Control Technology: Any of a number of state-of-the-art methods used to reduce air pollution at the source, such as advanced filtering systems, etc.

Best Management Practices: Technologies, operating methods, and other measures that control, prevent, or reduce pollution.

Big Box Retail: A large retail store, usually offering bulk-quantity merchandise at discounted prices, often in an industrial or warehouse-type structure.

Bikeway: A corridor designated and/or reserved for bicyclists. A Class I facility is an improved off-road bike path that is not part of a roadway. A Class II facility consists of on-street separately striped and signed bike lanes. A Class III facility is a roadway that has been designated as a bike route by signage only. Bicycles move within the traffic or parking lanes.

Blight: A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility.

Board of Zoning Adjustments: A City-Council appointed San Leandro commission consisting of seven members. Considers requests for variances to the zoning code, conditional use permits, and other development applications.

Bond initiative/bond measure: A certificate of debt approved by local voters and issued by a government guaranteeing payment of the original investment by a specified future date.

Brownfield: A tract of land that has been developed for industrial purposes, polluted, and then abandoned.

Buffer: An area separating two distinct land uses that acts to soften or reduce the effects of one land use on another.

Buffering: The act of reducing the effects of one land use on another.

Buildout: Development of land to its theoretical capacity as permitted under current or proposed planning or zoning designations.

Bulbout: The narrowing of the curb-to-curb width of a street at an intersection by expanding the adjacent sidewalk and/or landscaped area.

Business Development Program: Any of a number of City-sponsored programs to attract, retain, or assist businesses. Also referred to as economic development program.

Business district: Any part of the City where the predominant use is commercial or industrial.

Business services: Economic sector comprised of businesses that provide support services to other businesses, such as lithographers, office supply stores, janitorial services, employment agencies, etc.

Business to business relationship: A mutually-beneficial transaction between two separate businesses both located within the City.

Business to business sales tax: Tax collected on the sale of goods or services from one business to another.

California Environmental Quality Act: State law requiring State and local agencies to regulate activities with consideration for environmental protection, and requiring the preparation of an Environmental Impact Report (EIR) if the potential for a significant adverse environmental impact exists.

Capital Improvement Program: A program administered by a city or county government which schedules permanent improvements usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction.

Carbon monoxide: A colorless, odorless, highly poisonous gas. This gas is produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Center-based child care: Child care that is delivered from a licensed child care center, rather than from a private home.

Certified Local Government: Designation awarded to California cities meeting certain criteria related to the protection of historic buildings, such as the presence of a city commission empowered to advise on alterations to such buildings.

Certified Unified Program Agency: Local agency (in this case, City of San Leandro) responsible for six formerly separate state environmental programs related to hazardous materials planning, permitting, and clean-up.

Charter school: A public school operated by a group of parents, teachers and/or community members as a semi-autonomous school of choice within a school district, operating under a contract or “charter” contract between the members of the charter school community and the local board of education.

Citizen participation: The proactive involvement of residents and businesses in community affairs, including long-range planning.

City operating procedure: The day-to-day rules and regulations that govern how services are delivered by the City.

Class A Office Space: Office space meeting modern corporate needs, usually in multi-story steel-framed buildings less than 30 years old, containing a high level of business amenities and with convenient transportation access.

Class I bikeway: See "Bikeway."

Class II bikeway: See "Bikeway."

Class III bikeway: See "Bikeway."

Clean Water Program: See "Alameda Countywide Clean Water Program."

Coastal scrub: Coastal area plant community characterized by low shrubs and an absence of trees.

Code enforcement: Any of a number of programs designed to correct violations of municipal codes and land use requirements, including responding to and investigating public complaints.

Cogeneration: The simultaneous production of heat and power in a single thermodynamic process, usually using hot air and steam to produce energy.

Cohort: Age group, for instance the "35-44 age cohort."

Collector Street: Roadway that collects and distributes local traffic between arterial streets and local streets. Also provides access to adjacent properties.

Commercial: A land use classification that permits facilities for the buying and selling of commodities and services.

Community aesthetic standards/ community standards: The public's expectations and/or requirements for the design and maintenance of buildings and landscaping.

Community center, community shopping center: A cluster of retail stores and service businesses with a market-radius that encompasses the entire community, rather than a smaller neighborhood or a larger region.

Community Compliance Program: San Leandro Police Department program promoting a safe and attractive environment for businesses and residents through the enforcement of City regulations.

Community design: The visual qualities of a particular built environment.

Community Development Block Grant: Federal grant program which distributes an annual allocation of funds to cities and counties for housing, capital improvements, and civic improvement.

Community facility(ies): Facility in which public services for San Leandro residents are provided, including recreational and cultural services, and services for youth and seniors.

Community garden: Plot of land, usually publicly or collectively owned, which is used by residents for raising flowers and vegetables.

Community Noise Equivalent Level (CNEL): A measurement system developed in the early 1970s to measure community noise exposure around airports, structured to give a higher weighting to evening flights.

Community park: A park designed to serve the needs of an entire community, but not the needs of an entire region, usually 5 to 30 acres in size and containing a variety of active and passive recreational facilities.

Community policing: Approach to law enforcement which emphasizes proactive outreach to the community, including community-based training and education.

Community Preservation Ordinance: San Leandro Ordinance adopted to preserve the quality and appearance of residential, commercial and industrial areas.

Community service(s): Any service provided by a public agency to City residents and businesses, such as police, fire, water, sewer, parks, and schools.

Commuter rail: Rail transit which generally serves the purpose of transporting residents of suburban communities to central business districts and other major employment centers.

Compatible, compatibility: Capable of existing together without significant conflict or ill effects.

Complaint-based enforcement: Approach to code enforcement which primarily relies upon calls and reports by residents of violations prior to investigations.

Comprehensive: Encompassing a broad range of topics and covering a large geographic area.

Concurrent: Provided at the same time as.

Condition of approval: Approval of a project, subject to a requirement to fulfill a particular obligation such as mitigating a project impact or including a specific design feature.

Conditional use permit: A discretionary permit that allows the use of land or occupancy of a structure for a particular purpose subject to limitations which may be set by the local government.

Conditionally acceptable/conditionally compatible: Acceptable subject to certain findings related to public health, safety, and welfare.

Conservation: Planned management of a natural resource to prevent exploitation, destruction or neglect.

Constraint: Something that restricts, limits, or regulates.

Contaminated site: Any parcel of land containing soil or groundwater which has been contaminated by past activities and which requires clean-up before re-use.

Cordgrass: Perennial salt water marsh grass with flat broad blades and deep root system.

Corridor: Any major transportation route; may also be used to describe land uses along these routes.

Corridor Mixed Use: General Plan land use category which encourages ground floor, pedestrian-oriented retail uses and upper floor office and/or residential uses.

Creek restoration: Any program or action which improves the environmental health and natural ecological values of a creek.

Creekside amenity: Any feature along a creek which enables public access or appreciation of the creek environment.

Crosswalk countdown: Traffic device which uses a timed countdown to warn pedestrians of the time remaining before the signal changes.

Cultural resource: An aspect of the landscape which embodies the heritage of past human experience and/or cultural identities. Usually refers to historic structures or places.

Culvert: A storm drain crossing beneath a street.

Cumulative: Increasing or enlarging by successive addition.

Dam failure: The structural collapse or failure of a water retention structure, resulting in rapid and potentially catastrophic downstream flooding.

Davis Corridor: Parcels fronting Davis Street, between Doolittle Drive and San Leandro Boulevard.

Day-Night Noise Level, (LDN): The average noise level during a 24-hour day, obtained after the addition of 10 decibels to levels measured in the night between 10 p.m. and 7 a.m.

Decibel, dB: A unit describing the amplitude of sound.

Defensible space: A wide range of planning and design strategies that create a sense of ownership of residential space by adjacent residents, thereby reducing crime and vandalism.

Density: For residential uses, the number of permanent residential dwelling units per acre of land. For non-residential uses, density is often referred to as development intensity and is expressed through a ratio of floor area to lot size. See also gross density, net density.

Density bonus: The allocation of development rights that allow a development to include additional residential units or square footage beyond the maximum otherwise allowed by zoning, usually in exchange for the provision or preservation of an amenity at the same site or another location.

Design amenity: An architectural or landscape feature which improves or enhances visual appearance.

Design guidelines: Provisions guiding the design of buildings that are not mandatory but may be used by Staff, the City's advisory boards and commissions, and the City Council in evaluating projects.

Design review: A process used to administer regulations for the exterior design of structures to ensure that such structures are suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of the surrounding area.

Development agreement: A legal agreement between a public agency and a developer stating the requirements for developing a particular site or area.

Development impact fee: A fee collected by a public agency to recover the cost of providing services to new development, usually calculated based on the size or value of the project.

Development review: The City process for reviewing and approving new buildings, alterations to existing buildings, and subdivisions.

Development standard: A legal standard applying to the physical characteristics of a structure, such as its maximum height or its minimum distance from the property line.

Disclosure notice: A legal notice issued to the purchaser of property advising them of pre-existing conditions on the property or in its vicinity.

Distribution facility: Building from which stored or warehoused merchandise is shipped out to other locations.

District: An area of a city or county that is identifiable as different from surrounding areas because of distinct architecture, streets, geographic features, culture, landmarks, activities, or land uses.

Domestic noise: Noise produced by activities in and around the home, such as barking dogs, parties, loud stereos, leafblowers, and home repair.

Downtown: The civic and commercial center of a City or town. In San Leandro, applies to the area bounded by Hays on the west, Davis Street on the north, Thornton Avenue on the south, and the East 14th corridor on the east. (also referred to as "Downtown core")

Downtown Mixed Use: General Plan land use category which applies to the historic center of San Leandro and encourages pedestrian-oriented infill development with office, retail, and civic uses.

Downtown Plaza: Historic public space at the northwest corner of Estudillo and East 14th Street, significantly altered during the 1970s.

Dredged Materials Management Site: +/- 100 acre site located east of the Monarch Bay Golf Course used for the disposal of materials dredged from the San Leandro Marina boat basin and shipping channel, and also managed as a seasonal wetland.

Dwelling unit: A room or group of rooms, including living, sleeping, eating, cooking, and sanitation facilities, constituting a separate and independent housekeeping unit, occupied or intended for occupancy by one household on a non-transient basis and having not more than one kitchen.

Easement: The right to use property owned by another for specific purposes, such as access to another piece of property, conveyance of stormwater, or transmission of electricity or gas.

Ecological study: Activities that involve the observation or study of natural ecosystems with minimal disruption to or alteration of the landscape.

E-commerce: Business relying primarily on the internet or other electronic media for the delivery of goods and services.

Economic development: See "business development."

Economic diversity: A strategy of economic growth which emphasizes business growth in a wide variety of employment sectors rather than in a few predominant sectors.

Ecosystem: An interacting system formed by a biotic community and its physical environment.

Eden Area: Unincorporated area lying to the south and east of San Leandro, and including San Lorenzo, Ashland, and Cherryland.

Effluent: Waste material (as smoke, liquid industrial refuse, or sewage) discharged into the environment.

Egress: The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Elderly: A person who is 65 years of age or older.

Element: A component chapter of the General Plan. State law requires each plan to incorporate seven elements (Land Use, Circulation, Housing, Open Space, Conservation, Safety and Noise), although the elements may be organized in any number of ways.

Emergency Operations Center (EOC): A centralized location for operations, administration, and service delivery during or following a major emergency such as an earthquake. In San Leandro, the EOC is the Public Works Center on Chapman Road.

Emergency preparedness: The act of planning and preparing for a natural or manmade disaster, such as earthquake or fire.

Emergency vehicle: Generally refers to fire trucks, but may also refer to ambulances and other police or fire vehicles used to respond to emergencies.

Emission: Substances discharged into the air (as by a smokestack or an automobile gasoline engine).

Employment district: Relatively large areas of the City dominated by low-rise office, technology, light industrial, and other job-generating land uses but containing relatively few retail and service uses.

Encroachment: Advancing beyond proper limits. Used to refer to a particular use or activity intruding gradually upon another, often with detrimental effects.

Endangered species: A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Energy-efficient mortgage: Federally recognized program that can be applied to most home mortgages, providing the borrower with special benefits when purchasing a home that is energy efficient, or that can be made efficient through the installation of energy-saving improvements.

Energy conservation: Any of a number of measures designed to reduce the amount of energy consumed by a household or business.

Energy efficiency: Any measure which reduces heat loss, cooling needs, or energy consumption by alterations to a household or business.

Energy-star product: Registered trademark which indicates that a product (such as a home appliance) has been certified as using less energy than comparable products that have not been certified.

Engineering development standard: Any standard established and/or enforced by the City Engineering and/or Public Works Department for the development of new infrastructure, including roads, water lines, sewer lines, and drainage facilities.

Enterprise fund: A City fund used to cover the cost of delivering a particular service (such as water or sewer delivery), with revenues generated through fees charged for that service based on actual costs.

Entry monument: A decorative structure or landscape feature at the entrance to a neighborhood or district, or to the City itself.

Environmental hazard: Any hazard to life, personal safety, or property associated with the natural or built environment, including but not limited to earthquakes, landslides, wildfire, floods, hazardous material incidents, and aviation accidents.

Environmental Impact Report: A state-mandated document, prepared pursuant to the California Environmental Quality Act (CEQA), that provides decision makers and the public with information about the effects a proposed project is likely to have on the environment, ways these effects may be minimized, and alternatives to the proposed project.

Environmental Impact Statement: A federally-mandated document, prepared pursuant to the National Environmental Protection Act (NEPA), that provides decision makers and the public with information about the impacts of a proposed project on the environment, ways these effects may be minimized, and alternatives to the proposed project. Usually required for projects with federal oversight.

Environmental Review: Process through which the City of San Leandro, following the procedures of the California Environmental Quality Act (CEQA), evaluates a project for its potential impacts on the environment.

Environmental Services: In San Leandro, a Division of the Community Development Department responsible for the administration of various hazardous materials, pollution control, and solid waste management programs.

Erosion: The loosening and transport of rock and soil debris by wind, rain, or running water.

Erosion control device: Any device used to retain and earth and prevent soil from washing away.

Erosion Control Ordinance: A City Ordinance which establishes specific requirements for construction, in order to minimize the transport of silt and sediment from building sites to local storm drains and streams.

Evacuation route: A locally-designated route to be used for the evacuation of the civilian population in the event of an emergency.

Executive housing: Housing that sells for a considerably higher price than the average home in the City by virtue of amenities, views, floor area, lot characteristics, and other qualities.

Fair share: The equitable assignment of regional affordable housing need to the individual local governments within the region.

Fairmont Ridge: Prominent open hillside and ridgeline located east of San Leandro's Bay-O-Vista neighborhood and forming a backdrop for many San Leandro neighborhoods. Owned primarily by East Bay Regional Park District.

Fault trace: The intersection of a fault with the ground surface; also, the line commonly plotted on geologic maps to represent a fault.

Feasible: Capable of being done, executed, or managed successfully considering physical, financial, scheduling and other constraints.

Federal Insurance Rate Map: An official map prepared by the Federal Emergency Management Agency to identify the flood hazard level at various locations. Used to determine flood insurance rates.

Fiber optics: Thin filaments of glass that transmit light and carry data from one point to another at the speed of light.

Fire flow: The amount of water that can be delivered by a water system through one or more hydrants to fight a fire at a specific location (or the ideal amount of water flow firefighters require to extinguish a theoretical fire at a specific location.)

Fiscal impact study: A financial analysis which compares the costs for a local government to serve a new development with the revenues that development will generate.

Flood plain: The relatively flat area adjoining a river, creek, stream, lake, or bay which may inundated by water following prolonged heavy rain.

Flood Plain Management Ordinance: Local ordinance which stipulates construction requirements for properties in the flood plain.

Focal point: An area within a community that is a center of activity, an easily recognized landmark, or a gathering place for residents.

Focus area: A particular geographic area of the City which has a high potential for positive change during the next 15 years.

Follow-up plan: A plan or planning study which is to be prepared after the General Plan is adopted.

Food waste recycling: Experimental program to collect organic (leftover food) waste from restaurants and/or homes for composting as a means of diverting such waste from landfills.

Footprint: The ground area covered by a structure, generally excluding the area beneath eaves or overhangs.

Foreign trade zone: Designated area licensed by the Foreign-Trade Zones (FTZ) Board (under the Secretary of Commerce) at which special Customs procedures may be used. FTZ procedures allow domestic activity involving foreign items to take place as if it were outside U.S. Customs territory.

Frail elderly: Generally used to refer to persons over 85 years of age, but may also include persons aged 65-84 with limited mobility.

Franchise architecture: Standardized architecture used nationally or globally by a corporation to instantly identify a structure with a particular brand name.

Freestanding: Standing alone or on its own foundation free of support or attachment.

Freeway: Major roadway with controlled access; devoted exclusively to traffic movement, mainly of a through or regional nature. Local examples include Highways 580 and 880.

Front yard: The area between the front of a structure (e.g., the portion facing the street) and the street, including portions of the side yard located in front of the structure.

Frontage road: A road which runs immediately parallel to a freeway or arterial street and which is used to provide access to individual properties.

Garden Residential: General Plan land use category applied to the Mulford Gardens neighborhood, used to denote the large lot sizes in the area (12,000 SF) and semi-rural character.

Gated community: A subdivision or residential area to which with access is controlled by a manned or unmanned gate.

Gateway: A point along a roadway at which a motorist or pedestrian gains a sense of having entered the City or a particular part of the City. This impression can be imparted through signs, monuments, landscaping, a change in development character, or a natural feature such as a creek.

Gateway improvement, gateway monument: A landscape feature or structure at the entrance to a city (or along a major thoroughfare leading into a city) designed to impart a positive impression of the city to visitors and residents.

General Commercial: General Plan land use category used to define a wide range of commercial land uses, primarily those designed for access by auto (rather than pedestrians).

General Industrial: General Plan land use category used to define a wide range of industrial uses, some of which may have off-site impacts and which may be inappropriate near residential uses.

General Plan Advisory Committee: 59-member committee appointed by the San Leandro City Council to guide development of the General Plan.

General Plan Amendment: Formal City process through which the General Plan Map or text is modified by the City Council, either at the request of a property owner, or by the City itself.

Gentrification: The influx of middle-class or affluent people into deteriorating areas in a manner that displaces earlier, usually poorer, residents.

Geographic Information System: Computer technology in which digitally-recorded map information is analyzed for planning and building applications.

Geologic report: Technical study assessing geologic conditions at a particular location and identifying construction requirements to minimize the possibility of future damage.

Geologically hazardous area: Any area where soil, topographic and/or subsurface geologic features (including earthquake faults) make construction potentially hazardous.

Geometric improvement: The redesign of an intersection to eliminate a safety hazard or improve traffic flow.

Geotechnical review: The process by which a proposed development is reviewed for potential geologic hazards, and through which mitigation measures are developed.

Global positioning system: Computer technology in which the location of a vehicle may be detected and tracked from a central location.

Goal: A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Grade reconfiguration: Restructuring the grade levels at a school (e.g., assigning Grade 9 to middle school instead of high school, etc.) to redistribute enrollment and make more efficient use of school facilities.

Grade-separated crossing: The intersection of two transportation facilities on two levels, usually separated by a bridge or underpass.

Grading Ordinance: Locally adopted ordinance that regulates grading activities and ensures that erosion, aesthetic, and drainage considerations are taken into account.

Grant: A subsidy for public funds paid by an organization to a local government in aid of a public undertaking.

Grassland: Plant community characterized by open hillsides covered with native and perennial grasses and very few trees and/or shrubs.

Greening: The process of beautifying a community through the planting of trees and landscaping.

Gross density: The number of housing units per acre of land, including roads, utility easements, and other dedicated rights-of-way.

Ground failure: Earthquake-induced loss of soil strength, often leading to structural collapse.

Groundshaking: Earthquake-induced shaking of the ground; may cause widespread damage and structural failure. Varies depending on the firmness of the ground and the magnitude of the earthquake.

Groundwater: Water under the earth's surface, often used to supply wells and springs.

Groundwater plume: An area of contaminated ground water, usually originating beneath a contaminated site and flowing through the aquifer in a linear direction.

Habitable room: A room suitable for human occupancy, such as a bedroom, kitchen, bathroom, living room, or dining room, but generally not including an unfinished basement, attic, storage area, or garage.

Habitat: The physical location or type of environment, in which a plant or animal lives or occurs.

Hazard: A source of danger.

Hazardous building material: Refers to lead paint, asbestos, PCBs, fluorescent light tubes, and other materials that were commonly used in construction in the early to mid-1900s but were later discovered to pose potential health hazards.

Hazardous materials, hazardous substance: Any substance that, because of its quantity, concentration, or physical characteristics, poses a potential hazard to human health or safety if released into the workplace or environment.

Hazardous Materials Business Plan: A mandated Plan describing the location and quantities of hazardous materials at an establishment and provisions for emergency response to a release or threatened release of hazardous material. Must be provided to local Fire Departments.

Heavy industry: Industry which has a high propensity for adverse off-site impacts, such as noise, vibration, and smoke, and which frequently requires large sites, expansive areas for storage and operation, and direct rail or water access. Examples would include steel mills and petroleum refineries.

Heritage neighborhood: Residential area characterized by a large concentration of older homes which typify the character of a community at a particular point in its history.

Heritage tree: A designated tree that is unique and important to the community because of its species, age, size, location, and/or historical significance.

High-density residential, high-density housing: Residential areas characterized by multi-family housing of two stories or more. In San Leandro, high density areas generally exceed 18 housing units per acre.

High quality job: A job paying a wage or salary that is 25 percent or more above the City median.

High technology ("high tech"): Sector of the economy dependent on science and technology innovation and focused on new and improved products and services.

Historic building/site/structure: A building/ site/ structure deemed to be historically significant based on its visual quality, design, history, association, context and/or integrity.

Historic district: Area within a city or county formally recognized by the local, state, or federal government for its concentration of historic or notable structures.

Historic landmark: A recognized site (including significant trees or other plant life located thereon), building, or structure of historic or cultural significance to the City, in which the broad history of the nation, state, or community is exemplified, or which is identified with historic persons or events, or which embodies the distinguishing characteristics of an architectural type.

Historic preservation: The preservation of historically significant structures and neighborhoods, often with the intent of restoring or rehabilitating the structures to their former conditions.

Historic Preservation Action Plan: Management tool identifying the steps to be taken during a given time period to protect historic resources, and the responsible parties and funding sources.

Historic Preservation Ordinance: Regulatory ordinance that identifies the procedure for designating historic resources, and the relevant requirements for their alteration and demolition.

Historic resource: Any building or site that is noteworthy for its significance in local, state or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Home occupation: Any occupation of a service character taking place within a dwelling unit which is clearly secondary to the main use of the premises as a dwelling unit, and which does not change the character thereof.

Hot spot: A site known with a known history of pollution (usually water quality) problems.

Household: All persons occupying a single dwelling unit, including individuals, families, and groups of unrelated individuals.

Household hazardous waste: Waste that is generated in the home that is toxic or hazardous to humans and the environment when discarded, including paint, motor oil, batteries, and household cleaning products.

Household income: The combined income of all persons living in a household, regardless of their relationship to one another.

Human scale: The establishment of appropriate proportions for building mass and features in relation to pedestrian and/or the surrounding context.

Hush kit: An FAA-certified noise reduction system applied to jet aircraft engines to reduce the noise generated.

Illicit discharge: An illegal discharge to a storm sewer or sanitary sewer, such as the dumping of motor oil in a storm drain.

Impact fee: Fee collected by local government (including school districts and other special districts) to recover the cost of providing services to new development.

Impervious surface: Surface through which water cannot easily penetrate, such as roof, road, sidewalk, and paved parking lot.

Implementation: Actions, procedures, programs or techniques that carry out policies.

Incentive: A reward or bonus offered by the City to encourage the private sector to take an action that would be less likely otherwise.

Incident Command System: A standardized approach to managing emergency response which enables state and local emergency response agencies to utilize common terminology, organization, personnel accountability, command, and action plans.

Incompatible use: A use that creates a conflict or nuisance for an adjoining property.

Incubator: Enterprise that is set up to provide office space, equipment, and sometimes mentoring assistance and capital to new businesses that are just getting started.

Infill: Development of individual small vacant lots or leftover vacant properties within areas that are already developed.

Infiltration, infiltration/inflow: The process through which water travels from the ground surface through soil to the aquifer.

Information technology: Term that encompasses all forms of technology used to create, store, exchange, and use information in all of its various forms (such as business data, voice conversations, still images, motion pictures, multimedia).

Infrastructure: Public facilities, such as sewage disposal and water supply systems.

Ingress: An entrance access or point of access.

Injection well: A well used to dispose of liquids or replenish groundwater through injection into the ground.

In-lieu fee: Fee collected from new development to cover the cost of providing or improving a facility off-site, because the small size of the development or its physical characteristics make it infeasible to provide the facility on-site.

Insurance Service Office rating: Rating assigned to local fire departments by the insurance industry indicating level of risk, based on a variety of factors such as response time and water pressure.

Intelligent transportation system: Any project that (in whole or in part) involves the application of electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

Intensification: The act of making more intense, by increasing the building floor area, number of dwellings, or level of activity taking place on a site or in an area.

Intensity: A measure of the level of activity on a property, expressed in number of units per acre (density) for residential uses and floor area ratio for non-residential uses.

Interface: The place at which two independent and often unrelated systems meet with each other.

Intergovernmental coordination: Any communication or action between two or more public agencies to achieve common goals and mutual benefits.

Intermodal connection: Location where two different modes of transportation, such as buses and trains, or buses and ferries, intersect.

Internally consistent: A requirement that all provisions of a document support one another and do not conflict with or contradict one another.

Jobs-housing balance: A measure of the number of jobs in a community as compared to the number of employed residents or households.

Joint use agreement: Agreement between two government jurisdictions regarding the shared use of facilities.

Kanaka Row: Local term used to describe the homes along Orchard Avenue developed around 1900 and originally occupied by immigrants from the Sandwich Islands.

Land use change: A shift in the use of a property from one broad category (such as commercial) to another (such as residential).

Land use conflict: A problem or nuisance resulting from an activity that produces off-site impacts such as noise, smoke, or odors impacting a more sensitive use (such as a school or residential area) nearby.

Land Use Diagram: Map in the General Plan depicting the general patterns of land uses in the City. Provides the basis for the City's zoning map.

Land Use Element: A compilation of goals, policies, maps and actions to guide the future development and redevelopment of public and private property.

Land Use Master Plan: Term used by East Bay Regional Park District to describe the long range planning document for each park.

Landscape and lighting assessment district: Special taxing district created by voters to fund landscaping and lighting improvements throughout a City or in specific geographic area.

Landslide: The rapid downslope movement of rock, soil and debris; usually induced by heavy rain or seismic activity.

Large family day care facility: In-home day care facility with 8 to 14 children, including those children who reside in the home.

Level of service standard: A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

Light Industrial: Any of a variety of manufacturing, assembly, wholesale, distribution, storage, or similar employment activities with minimal off-site impacts.

Liquefaction: The transformation of water-saturated granular materials (such as sand or silt) from a solid into a liquid state; may occur during major earthquakes.

Live-work: A development type designed so that persons may live and work in the same space, often in former commercial or industrial buildings renovated for habitation.

Local Agency Formation Commission: A regulatory agency with county-wide jurisdiction, established by state law (Cortese-Knox Act) to discourage urban sprawl and encourage orderly and efficient provision of services, such as water, sewer, fire protection, etc.

Local register: Locally-compiled list of historic sites, buildings, structures, or landscape features.

Local Street: A street providing direct access to properties and designed to discourage through traffic.

Local-serving: Economic activities with a primarily local market, such as retail stores and personal services; contrasted to "basic" economic activities such as manufacturing and wholesale trade.

Long-range, long-term: Generally a period of five years or longer.

Low Density Residential: Housing development primarily consisting of single family detached homes, generally on lots of 5,000 square feet or more.

Low income: Household income that is less than 80 percent of the area median. Low income thresholds vary depending on the number of persons in the household.

Low-flow plumbing: Plumbing fixtures, such as sinks, toilets, and showers, that are designed to operate with a lower flow rate than conventional fixtures.

Low-Medium Density Residential: Housing development generally consisting of single family detached homes on small (less than 5,000 square feet) lots, including patio homes, zero-lot line homes, and "courtyard" style homes.

Low-rise: Three stories or less.

Main Street Program: National Trust for Historic Preservation financial and technical assistance program designed to improve traditional downtown business districts by rehabilitating older buildings and promoting economic revitalization.

Man-made hazard: Any health or safety hazard caused by human activity, such as soil and groundwater contamination, toxic spills, aircraft accidents, and noise.

Marginal use: Commercial or industrial use with minimal economic value, generally characterized by land values that are greater than the value of property improvements.

Marina area: Areas lying in the general vicinity of the San Leandro Marina.

Market-rate housing: Housing that is offered for rent or sale at fair market value without any consideration of standards for determining affordability.

Master Plan of City Streets: Locally adopted plan which identifies the locations of all existing and planned streets in the City and sets forth their design and engineering standards.

Mean: The number obtained by dividing the sum of a set of quantities by the number of quantities in that set, e.g. the average.

Median: 1) The paved or landscaped area on a major roadway that separates traffic moving in opposing directions. 2) The point at which one half of a set is greater and one half is less, such as median income or median rent.

Medium Density Residential: Housing constructed at densities from about 12 to 18 units per acre, including townhomes.

Metropolitan Transportation Commission (MTC): The regional transportation agency for the Bay Area, responsible for long-range transportation and mass transit planning, road funding, traffic and transportation models, and traffic projections.

Mid-Washington Business District: Commercial area extending along Washington Avenue between San Leandro Boulevard and Halcyon-Floresta.

Mills Act: State law allowing cities to enter into agreements with the owners of historic structures, requiring a reduction of property taxes in exchange for the continued preservation of the property.

Minimum density: Land use regulations that allow development only if the proposed density will be greater than a specific number of units per acre.

Minimum intensity: Land use regulations that allow development only if the proposed floor area will be greater than a set minimum (to discourage the use of key sites with large parking areas or underused space.)

Mini-park: A small park, less than one acre in size and generally containing a children's play area.

Minor alteration: A small change to the façade of a house which has minimal impact on its overall appearance or form.

Mitigate: To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mixed use: A development type in which various uses, such as office, retail, and residential, are combined in a single building or on a single property.

Mobile home park: a parcel of land which is planned and improved for the placement of two or more mobile homes which are to be used as dwellings.

Mobility: The ability to move from one place to another, or to transport goods from one place to another.

Mode: A means of transportation, such as walking, auto, transit, bike, etc.

Moderate income: Household earning between 81 and 120 percent of the area or county median income.

Mudflat: Area of fine sediment and clay covered by water at high tide and exposed at low tide.

Mutual Aid Agreement: An agreement between two or more jurisdictions for the joint provision of services, such as fire and police protection, medical and health assistance, and communications, intended to provide adequate resources and other support to jurisdictions whenever their own resources prove to be inadequate to cope with a given situation.

Mutual response agreement: See "mutual aid agreement."

National Pollution Discharge Elimination System: Federal permitting program to eliminate water pollution by regulating the amount and concentration of pollutants a holder is authorized to discharge, and by setting schedules for compliance and requirements for testing and monthly/quarterly reporting.

Nearshore waters: The portions of San Francisco Bay within about a half-mile of the shoreline.

Neighborhood: A part of the City defined by distinct characteristics and boundaries and considered as familiar territory by its residents.

Neighborhood Center: A small retail center with a primary trade area limited to the immediately surrounding area; often anchored by a grocery or drug store and containing other tenants providing local services like dry cleaning and video rental.

Neighborhood Commercial: Retail, office, and service uses designed to serve the immediately surrounding area, usually limited to homes within about a one-mile radius.

Neighborhood conservation district: A geographic area designated by a City to recognize the particular design and architectural qualities of that area and encourage their protection and maintenance for the benefit of the entire city.

Neighborhood enhancement program: Any program which beautifies or otherwise improves the appearance of a neighborhood, for instance, through street tree planting, landscaping, or undergrounding of utilities.

Neighborhood identity: The features that distinguish a neighborhood as a unique place within a City and create a sense of belonging for its residents.

Neighborhood Park: Park of roughly two to 10 acres in size, intended to meet the recreational needs of people living within a one-half mile radius.

Neighborhood shopping center: See "neighborhood center."

Neighborhood traffic management: See "traffic calming."

Neighborhood-serving retail: Retail stores which serve the needs of the immediately surrounding area.

Net Density: The number of housing units per acre of land, excluding roads, natural watercourses and drainage easements, and other dedicated rights of way.

New economy: Business sector based on communications technology, information exchange, global marketing, and an emphasis on innovation and adaptation to rapid change.

Nexus: A connected group or series.

Noise: A sound of any kind, especially one that is loud, unwanted, or disagreeable.

Noise Compatibility: The relationship between land uses and ambient noise levels; residential uses are considered to be less compatible with high noise environments than industrial uses.

Noise compatibility guideline: System used by the City to determine the types of land uses that are appropriate at a particular location based on the level of noise at that location.

Noise Compatibility Program: Airport-initiated program to reduce the effects of aviation noise on the community.

Noise conflict: Any problem resulting from noise.

Noise contour: A mapped line indicating a common level of noise along that line.

Noise Impact Boundary: Federally defined area encompassing those properties deemed to be affected by airport noise to the degree where mitigation is required.

Noise-impacted neighborhood: FAA term used to describe residential areas where mitigation of airport noise may be required by an adjacent airport, generally including areas where the ambient noise level exceeds 65 dB.

Noise-sensitive use: Property normally used for sleeping (e.g., homes), or normally used as schools, churches, hospitals or public libraries.

Non-attainment area: An area that does not meet EPA standards for air quality.

Non-conforming Use: A use that was valid when brought into existence but by subsequent regulation becomes no longer valid.

Non-point Source: Sources of air or water pollution that enter the environment from dispersed sources, such as stormwater runoff from streets and parking areas, rather than from a single point, such as an industrial facility discharge pipe.

Non-profit: Not conducted or maintained for the purpose of making a profit.

Non-renewable resource: an energy resource that is not replaced or is replaced only very slowly by natural processes. Primary examples of non-renewable energy resources are fossil fuels such as oil, natural gas, and coal.

Non-tandem: refers to a parking configuration in which cars are parked side by side and not with one car in front of (and potentially blocking movement by) the other.

North Area: Portion of San Leandro lying north of San Leandro Creek between San Leandro Boulevard and MacArthur Boulevard.

Nuisance: Interference with a person's interest in the use and enjoyment of his or her land, or with the common right of the general public to enjoy the safety, peace, and comfort of the community.

Obsolete use: A use which no longer serves a useful economic function, particularly with regard to the uses around it.

Office: A building where professional, administrative, and/or clerical services are carried out.

Office/flex: A building designed to be easily adapted for occupancy either as office space or for warehouse/ light manufacturing.

Off-site impact: An activity on a property that may affect adjacent properties or public facilities.

Off-street Parking: Parking that is provided outside the right-of-way of a public street, typically in a surface parking lot or parking structure.

One-stop permitting: Streamlined approach to permitting in which applicant may obtain all necessary planning and building permits at one location and at one time.

Open Space: Any parcel of land which is essentially unimproved, farmed, or devoted to a public recreational use.

Ordinance: A regulation that is formally adopted by the City Council.

Oro Loma: Special district providing sewer and solid waste collection services to the southern one-third of San Leandro and adjacent areas in unincorporated Alameda County.

Overbank flooding: Flooding that occurs when the volume of water in a stream, creek, or channel exceeds capacity and flows over the banks onto adjacent properties.

Overflight: Passing of an aircraft over a particular area.

Overlay Zone: A zoning designation that modifies the basic underlying designation in some specific manner.

Ozone: Gas that forms in the atmosphere, created by a chemical reaction between oxides of nitrogen (NOx), and volatile organic compounds (VOC) in the presence of sunlight.

Paratransit: Transit that does not operate on a fixed route or time schedule but instead on door-to-door service requests from specific customers. It is primarily used to serve transit-dependent populations such as the elderly and handicapped.

Park, parkland: Tract of land set aside for public use, aesthetic enjoyment, recreation, or the conservation of natural resources.

Park dedication requirement: City requirement for the dedication of parkland in new development, based on the expected population of that development. In San Leandro, the requirement is based on 4.86 acres of land per 1,000 residents.

Park impact fee: Fee collected to offset the impact of new development on the demand for parkland. A per housing unit fee is charged, with revenues used to acquire and/or improve parkland.

Parks Needs Assessment: 1998 document prepared for San Leandro assessing the need for improvements and repair in each City park, and the general recreational needs of the community.

Particulate matter: Small solid particles and liquid droplets found in the air, posing a potential health concern because they can be inhaled into the respiratory system. Sources include crushing or grinding operations, fires, and road dust.

Passive Recreation: Type of recreation or activity that does not require the use of organized play areas.

Peak demand: Maximum level of demand for a given service (such as sewer flow, water flow, or traffic) over a fixed period of time.

Peak hour: For any given traffic facility, the daily 60-minute period during which traffic volumes are highest.

Pedestrian amenity: Any improvement developed to improve pedestrian safety and comfort, and create a more intimate street environment.

Pedestrian facility: A sidewalk, crosswalk, bridge, trail or other improvement specifically developed for pedestrian movement.

Pedestrian-friendly, Pedestrian-oriented: Form of development that makes the street environment inviting for pedestrians; characterized by special sidewalk pavement, buildings of varied architectural styles, street-facing window displays, an absence of front yard parking, benches or other amenities, residential porches, low fences, lighting and other amenities.

Performance Standards: Zoning regulations that allow uses based on standards of operation rather than on the particular type of use; may be established to limit noise, air pollution, emissions, odor, glare, vibration, dust, dirt, heat, fire hazards, waste, traffic generation, and visual impact.

Permanent open space: Land that will never be developed, either because it is in public ownership and dedicated as parkland, or because it contains important natural or scenic qualities and is regulated through local zoning laws.

Persons per household: An average measure calculated by dividing the total number of persons living in a community (excluding those in group quarters such as dormitories and nursing homes) by the number of households in that community.

Planning area: The area covered by the General Plan, including the City and adjacent unincorporated areas that may have a bearing on the City's future.

Planning Commission: A City Council-appointed commission consisting of seven members that reviews General Plan and Zoning amendments, planned developments, and related planning issues.

Planter strip: Strip of land located between the sidewalk and the edge of the curb.

Plaza: A broad open area in an urban setting, typically consisting of textured pavement, landscaping, and sculpture, that is open to pedestrians but not to automobiles.

Pocket park: Very small landscaped area or plaza in an urban area, providing visual relief, passive recreation (sunbathing, reading, dining, etc.), nature enjoyment, or a public gathering space.

Point source: Sources of air or water pollution that enter the environment at a single point such as a smokestack or drain pipe rather than in a dispersed manner.

Policy: A specific statement of principle or of guiding actions that implies clear commitment. A general direction that a governmental agency follows.

Post-disaster response: Measures taken by local government immediately following a major disaster, such as an earthquake.

Post-war: After 1945.

Preservation: To keep, restore, or maintain intact some feature of the natural or built environment.

Pre-treatment: On-site treatment of industrial wastewater (for removal of potentially toxic chemicals) prior to its release into the public sewerage system.

Pre-war: Before 1940.

Prime habitat: The combination of ecological features (plant life, soil, hydrology, climate, topography, etc.) that provide an optimal setting to sustain a particular plant or animal species.

Priority: A rating that establishes the order of importance or urgency of a particular action.

Private recreational facility: Privately-owned and operated business for leisure or sports activities, such as a golf driving range, bowling alley, or video arcade.

Pro-active enforcement: Enforcement of City codes based on a systematic strategy of inspections rather than responses to local complaints.

Program development: New programs or initiatives undertaken by the City to respond to a need that has been identified in the community.

Project Impact: Program sponsored by the Federal Emergency Management Agency that aims to reduce the life and property cost of disasters by assessing vulnerability to natural hazards and implementing actions that protect families, businesses and communities.

Public amenity: Any feature in a new development that is included for the benefit of the general public and not only the persons who live or work in that development.

Public art: Sculpture, painting, murals and other forms of artwork that are placed in public spaces or in public view to enrich and add visual interest to the built environment.

Public education and outreach: Any of a broad number of measures used to engage the public in local affairs and inform the public about matters of local importance.

Public transit: Publicly-owned and operated system for the transportation of persons from one location to another, usually along a fixed route. Includes buses, ferries, trains, etc.

Public/Institutional: Land use category which includes schools, fire stations, government buildings, and other properties owned by public agencies, along with hospitals and other facilities serving a public benefit.

Public/Private partnership: A merging of public and private resources to achieve an end result or product that would be difficult to achieve through public or private activity alone.

Quiet hours: Fixed time period (such as 10 PM to 6 AM) during which activities generating loud noise (such as the operation of construction equipment) are prohibited.

Rare species: An animal species that is very limited or widely scattered within a given geographic area.

Real property transfer tax: Locally imposed tax on the sale of a home, the amount of which is determined by the sales price of the home.

Recent past: Generally applying to the last 50 years.

Reclamation: The act of reclaiming or recreating a natural feature, restoring productivity, or creating a useable product from refuse or waste products.

Recycled water: Water that is reclaimed from treated sewage effluent.

Redevelop: To demolish existing buildings; or to increase the overall floor area on an existing property, or both, irrespective of whether a change occurs in land use.

Redevelopment project area: Geographic area designated by a local government to improve streets and utilities, eliminate blight and incompatible uses, assemble land, and create sites for new development using a variety of financing mechanisms.

Regional center: A commercial activity center, possibly including housing, of citywide and regional significance.

Regional commercial, regional shopping center: Shopping center or retail use drawing customers from throughout the region, such as Bayfair Mall.

Regulatory tool: Any legal measure, such as an ordinance or law, used to achieve a desired goal.

Rehabilitation: The preservation and/or improvement of substandard housing or commercial buildings.

Residential: Land designated in the General Plan and Zoning Ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved.

Residential arterial: Major roadway serving through-traffic and taking traffic to and from expressways and freeways; but also functioning as a residential street with access to individual homes.

Residential collector: Roadway carrying a moderate volume of traffic from local streets to arterials via residential areas. Typically has housing fronting directly on the street, with driveway curb cuts.

Residential neighborhood: Areas of the City characterized by housing, parks, and schools, with boundaries generally based on historic patterns of land subdivision.

Resource Conservation: Areas that are set aside as open space for the preservation of natural resources, such as wetlands or forests.

Retail: Any building or activity in which commodities are sold directly to consumers.

Retrofit: To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency.

Revenue-generating concession: Activity occurring in a City park that generates revenue, such as a restaurant or driving range.

Revitalization: To impart new life into, or change in a positive way.

Rhyolite: An acidic volcanic rock that is the lava form of granite, found in the East Bay Hills and quarried for use in construction (as road base, etc.).

Right-of-way: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian, riparian woodlands: Plant community occurring in ribbon-like bands along streams and characterized by tall deciduous trees and abundant animal life.

Rip-rap: Large rocks and boulders used to reinforce and protect shoreline areas.

Roadway capacity: The maximum number of vehicles that can move through an intersection or along a given road segment during a given period of time.

Rolling blackout: Temporary loss of electric power resulting when a utility terminates service to a group of customers to avoid the overloading of the electric grid.

Ruderal: Plant community characterized by weeds and other invasive plants, in areas where the natural vegetation has removed by human activity. Examples include roadsides and vacant lots.

Safety: Freedom from danger, risk, or injury.

Safety zone: See "Airport Safety Zone."

Salt marsh: A tidal wetland where fresh water mixes with salt water, characterized by a muddy bottom, cordgrass, and an abundance of bird life.

San Leandro Boulevard Corridor: Properties fronting on San Leandro Boulevard from Broadmoor Boulevard south to Washington Avenue.

Sanitary sewer: Pipeline for transporting wastewater from individual properties to a centralized treatment facility.

Scale: The relative proportion of different elements of the built environment to one another.

Scenic route: A highway, road, drive or street which, in additon to its transportation function, provides opportunities for enjoyment of natural and man-made scenic resources where aesthetic values are protected and enhanced.

School/City Liaison Committee: San Leandro committee comprised of City Council members and School Board members, formed to address issues of mutual importance, including the use of school properties for general public recreation.

Screening: To mask from view, for instance, with a fence or hedge.

Second unit/secondary unit: A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Also called "in-law" unit or "granny flat".

Semi-public agency: Private or non-profit agency providing a public benefit commodity such as electricity or health care.

Sensitive natural area: Any area with natural resources that are easily disturbed by human activity.

Sensitive receptor, sensitive use: An activity that is susceptible to adverse impacts from other activities occurring nearby.

Service business, service use: A business in which work is performed for the benefit of another, for instance, a travel agency or an insurance brokerage.

Settlement Agreement: Binding agreement reached between the City of San Leandro and the Port of Oakland regarding the mitigation of airport noise.

Shall: That which is obligatory or necessary.

Shared parking: Parking facility which serves multiple uses. These uses typically have different peak demand times, such as a movie theater and an office building.

Shear wall: Vertical elements-typically wood-frame studs covered with plywood-that enable a structure to resist the horizontal forces experienced during an earthquake.

Should: A directive to be honored in the absence of countervailing considerations.

Shopping center: A group of stores of shops, typically sharing common walls, parking areas, and access points.

Side yard: Area between a structure and the side property lines of a parcel.

Signage: General term referring to public and private signs and their design attributes.

Signal interconnect, signal timing: The computerized linking of signalized intersections along a thoroughfare to enable more rapid movement by vehicles.

Signal pre-empt program: Computerized traffic light control system in which a signal is held in "green" phase to enable a bus to pass through, thereby minimizing delays.

Significant adverse impact: A substantial detrimental effect on the environment as determined by the application of the California Environmental Quality Act; may include impacts on air, water, or land resources, among others.

Siltation: To become obstructed with silt.

Single family detached: A dwelling unit intended for occupancy by one family that is structurally independent from any other dwelling unit.

Site Development Subcommission: City committee made up of Planning Commissioners and Board of Zoning Adjustment members and responsible for holding public hearings for the review of proposed site plans.

Site plan review: Process through which the plans for the development of individual sites with office buildings, apartments, retail shops, and other types of structures are reviewed and approved by the City.

Small lot single family: Single family homes on lots less than 5,000 square feet. Usually characterized by narrow (or zero) setbacks, smaller homes, and greater lot coverage than conventional development.

Smart bus: Bus using state-of-the-art technology in propulsion, electronics, and data systems to provide faster and more efficient service to riders.

Smart growth: Approach to urban development in which natural resources are conserved, and growth is channeled into existing communities and neighborhoods where the infrastructure is already in place to support it.

Social equity: Being fair and impartial to fellow residents who have suffered in the past as a result of being a particular race, sex, religion, nationality, or class.

Soft-story building: Multi-story buildings with an open ground floor level for tuck-under parking. Such buildings are often vulnerable to collapse in an earthquake due to the lack of structural reinforcement on the ground (parking) level.

Solar access: The ability of a building to receive unobstructed incoming sunlight.

Sound wall: A solid linear structural barrier, usually along a road or railroad, used to absorb noise or reduce the amount of noise entering the adjacent area.

Source Reduction and Recycling Element: Locally adopted plan required by the State that describes how the jurisdiction will reduce its solid waste disposal by 25 percent by 1995 and 50 percent by 2000; prepared in accordance with regulations established by the California Integrated Waste Management Board.

South-Of-Marina (SOMAR): Business district in San Leandro bounded by Marina Boulevard on the north, I-880 on the west, the Union Pacific Railroad tracks on the east, and the Floresta neighborhood on the south. (see the General Plan for a map)

Special needs group: A subset of the population requiring assistance in the provision of housing or transportation, such as the elderly or disabled.

Special status species: Any plant or animal species identified by the State or federal governments as rare, endangered, or threatened; such species require protection, and conservation due to their rarity, scarcity, or danger of extinction.

Special Studies Zone: State-designated area along active earthquake faults where special geotechnical studies are required prior to development.

Special use park: City or regional park developed to accommodate one specific activity (such as a tennis stadium or swimming pool) or to provide a particular aesthetic function (such as a public rose garden) rather than general recreational use.

Species of Special Concern: See "Special status species."

Specific plan: A legal tool for detailed design and implementation of a defined portion of the area covered by the General Plan.

Speed hump: Rounded raised areas of pavement typically 12 to 14 feet in length, often placed in a series and typically spaced 300 to 600 feet apart.

Speed platform: Long raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section, typically placed in intersections to slow traffic.

Sphere of Influence: A boundary established by the Local Agency Formation Commission (LAFCO) that encompasses all land in the City limits plus land in the unincorporated area that could ultimately become part of the City through annexation.

Spur trail: Trail leading from the San Francisco Bay Trail or Ridge Trail into adjacent neighborhoods.

Standard Emergency Management System: System required by the California Government Code for managing response to multi-agency and multijurisdiction emergencies.

Start-up: A business that is just starting that has potential to grow; most often used to describe technology firms.

Stationary noise source: Fixed location from which noise emanates, such as a factory or car wash.

Steep slope: A slope where the natural grade exceeds 30 percent.

Stewardship: Care of the land and natural environment by persons in a community.

Storm drain: A device used to capture stormwater runoff, usually from streets or other non-permeable surfaces, and transport it via pipes to ditches, creeks, channels, and other drainage systems.

Stormwater: Runoff originating from rain.

Stormwater detention pond: A man-made basin created for the purpose of retaining and then gradually releasing storm water so as not to exceed the capacity of local creeks, channels, and storm drains during rainstorms.

Stormwater Ordinance: Locally adopted regulations guiding the control of urban runoff to prevent water pollution and flooding.

Stormwater Pollution Prevention Plan: Federally required document demonstrating how clean water standards will be maintained when a new development is constructed.

Street furniture: Those features associated with a street that are intended to enhance the street's physical character and be used by pedestrians, such as benches, trash receptacles, kiosks, lights, and newspaper racks.

Street trees: Trees planted in medians or along sidewalks in the public right-of-way or in private front yards that are intended to enhance the visual quality of a street, provide shade, absorb pollutants and noise, and provide habitat for urban wildlife.

Streetscape: The landscape, infrastructure, and building elements that characterize a particular street or public space.

Streetscape enhancement, streetscape improvement: Any measure which makes a street or the adjacent sidewalk area more attractive.

Strip commercial: Development pattern characterized by a linear strip of retail and service uses along a major thoroughfare, usually with parking for each establishment located in between the buildings and the travel lanes.

Strip shopping center: A series of adjoining retail stores oriented in a linear pattern parallel to a major thoroughfare and separated from that thorougfare by a parking lot.

Structure: Something constructed, especially a building or a part of a building, but also including fences, trellises, gazebos, and similar standing features.

Structure Diagram: Map which depicts the organization of residential, commercial, industrial, and open space uses in the City in the most general terms.

Subdivision Ordinance: City ordinance establishing the requirements for the division of land into two or more parcels, including standards for the improvement of roads and infrastructure.

Sub-element: A major subject area of a general plan element.

Suspended particulate matter: See "particulate matter."

Sustainability/sustainable: A philosophy of managing development that merges economic, social, and environmental considerations.

Sustainable manufacturing: Manufacturing methods that provide environmental as well as economic benefits and promote the responsible use of natural resources.

Tax credit: An amount deducted from net income for persons meeting certain criteria.

Tax relief: A reduction in taxes.

Teardown: The replacement of a small home, often in good condition, with a new and much larger home on the same site.

Technology incubator: See "incubator."

Technology sector/firms: See high technology.

Telecommunications: The devices and techniques used to transfer information over long distances; the business sector focused on the electronic transfer of information.

Texture: The visual image and level of visual detail and complexity created by a set of structures.

Threatened species: A native species that, although not presently in danger of extinction, is likely to become endangered in the foreseeable future in the absence of special protection and management efforts.

Through-lot: Subdivision parcel in which both the front and rear yards have frontage on a public street.

Tidal flooding: Flooding of a shoreline area caused by high tides or sea waves.

Tier 2 highway: An arterial or collector street in an urban area operated by Caltrans.

Tiered fee: A fee based on a per unit cost that varies with the quantity of a commodity consumed.

Tilt-up: Type of construction in which prefabricated concrete panels are cast horizontally on a slab and then "tilted up" onto a foundation to form exterior walls.

Title 24: Regulations adopted in 1977 by the California Energy Commission containing prescriptive standards for wall, ceiling, and floor insulation, vapor barriers, climate control, and water heating equipment, and also addressing requirements for access by disabled persons.

Toxic air contaminant: One of approximately 800 chemical compounds that may increase a person's risk of developing cancer and have other serious health effects when airborne.

Traditional development pattern: Pattern of development common in the United States prior to the widespread use of the automobile, consisting of a grid street pattern, narrow streets, and a "village" atmosphere.

Traffic calming: Refers to measures that make permanent, physical changes to streets to slow traffic and/or reduce volumes; also can include education and enforcement measures to promote changes in driver behavior. Typical measures include speed humps, roundabouts, and through-traffic barriers.

Traffic model: Computer software developed to test the impacts of different levels of development on traffic volumes and congestion.

Traffic monitoring: Ongoing measurement of the traffic volumes and flows along a given roadway segment.

Transit amenity: Any improvement which makes transit a more appealing option to users, such as bus shelters.

Transit village: The clustering of uses around a transit station in a way that reduces auto dependency, encourages transit use, and creates new opportunities for housing, shops, and offices.

Transit voucher: A pass or reimbursal provided to an employee to cover the cost for taking transit to work.

Transit-oriented development: Form of development that maximizes investment in transit infrastructure by concentrating the most intense types of development around transit stations and along transit lines; development in such areas is designed to make transit use as convenient as possible.

Transportation control measure: Strategies to improve air quality by reducing traffic congestion and delays.

Transportation demand management: Programs that are directed towards decreasing the use of single occupant vehicles and shifting or spreading peak travel periods.

Travel demand: The demand for space on transportation facilities for the movement of people and goods; varies by year, day, and hour.

Trip generation: The number of trips entering and leaving a given land use or group of land uses.

Truck: Large vehicle used for the transport of commercial goods; subject to height, weight, and length restrictions established by the California Motor Vehicle Code. California trucks must be no larger than 14 feet high, 102 inches wide and 40 feet long if a single vehicle, and 65 feet long if a combination vehicle.

Truck route: Roadway that has been specifically designated by a locality as being suitable for use by trucks.

Tsunami: A great sea wave produced by submarine earth movement or volcanic eruption.

Underserved: Population or area that has inadequate access to a particular service or facility.

Underutilized site/building: A site or structure which no longer represents the highest and best use of that property based on current market conditions. Underutilized sites are characterized by land values that exceed the value of improvements, or by outmoded or obsolete buildings.

Uniform Fire Code: Model code of regulations relating to construction and maintenance of buildings and the use of premises, including fire department access, hydrants, sprinkler systems, alarm systems, safety systems, hazardous materials storage and use, and other fire-safety requirements for new and existing buildings and premises.

Unincorporated San Leandro: Area to the southeast of the City of San Leandro, including Ashland, Hillcrest Knolls, and the County Hospital area.

Unreinforced masonry building: A masonry (generally brick) building built without the benefit of reinforcement and susceptible to collapse in an earthquake.

Urban design: The art and science of giving form, in terms of both beauty and function, to selected urban areas or to whole cities; addresses the location, mass, and design of various components of the environment and combines elements of urban planning, architecture, and landscape architecture.

Urban forest: Term used to describe trees along streets, in parks, and in yards throughout the City; collectively, these trees form a canopy that supports wildlife and provides environmental benefits.

Urban habitat: Ecological community associated with City parks, street trees, yards, and landscaped areas.

Urban open space: An improved, publicly accessible open area such as a City park, an athletic field, a plaza, or a schoolyard.

Urban runoff: Rainwater which flows across parking lots, lawns, and streets during storms and ultimately is transported (through gutters and storm drains) to local creeks and channels.

Urban sprawl: Low density, automobile dependent development located beyond the edge of existing service and employment areas.

Useable open space: Open space that has been improved for recreational enjoyment, including such facilities as mini-parks and athletic fields but excluding steep slopes, wetlands, and other constrained areas.

User fee: A fee charged for the use of a particular service or commodity.

Vacant land/building: Land that is not covered by a structure; or a building that is not occupied.

V-ditch: A flood control or stormwater channel with sloping sides.

Vegetation management: The control and removal of vegetation in a deliberate manner to reduce the threat of wildfire.

Very-low income: Having an income that is less than 50 percent of the areawide median income.

Vision: A shared dream of the future characterized by long-term idealistic thinking. Provides the foundation for the development of goals, policies and programs.

Visual landmark: A feature in a community-either built or manmade-that leaves a lasting impression, is quickly recognized, and provides orientation.

Visual quality: The visual attributes of structures, natural landscapes, and communities.

Warehouse/distribution: Building in which goods are stored and/or prepared for shipment (or sector of the economy relating to the storage and shipment of goods).

Water pollution control plant: Facility at which sewage and other wastewater is treated to a high level through chemical and biological processes and then discharged.

Water quality: Pertaining to the physical, biological, chemical, and aesthetic characteristics of water.

Watercourse Protection Ordinance: Regulatory tool for protecting creeks and adjacent vegetation; establishes limits on and/or special permitting procedures for construction along creeks.

Water-oriented use: A use which is sited and designed to take advantage of its frontage along a body of water, such as a restaurant with an outdoor dining patio overlooking the Bay.

Watershed: The land area that ultimately drains into a particular waterway.

Waterway: A stream, channel, river, canal, or creek.

Weatherize: To retrofit a building to reduce heat loss during cold weather.

Wellness: Of, or pertaining to, medical health and physical fitness.

West of Wicks: Referring to the Marina Vista, Mission Bay, and Heron Bay subdivisions

West San Leandro: The area lying west of I-880, south of Oakland, east of the Bay, and north of the Estudillo Canal.

West San Leandro Business District: The same area defined above, but excluding the residential neighborhoods of Davis West/Timothy Drive, Marina Faire, Little Alaska, and Mulford Gardens.

Wetland: A lowland area, such as a marsh, that is saturated with moisture all or part of the year. Standards for defining wetland boundaries consider hydrology, vegetation, and soil conditions.

Wholesaling: Activity involving the sale of goods from a supplier to a vendor, usually in large quantities and at rates lower than those charged to the consumer.

Work-live: Development designed as a workplace and intended primarily as a workplace, but with amenities that permit the occupant to also live there; e.g., including kitchen and bath facilities.

Zoning Code: A set of locally-adopted regulations which implement the General Plan Land Use Map and policies, establish the range of allowable uses in defined geographic areas of a community (districts), set the standards for development in each district, and define the process for gaining approval to develop land or change land uses.

Zoning Enforcement Official: In San Leandro, refers to the Community Development Director or designee authorized to make administrative interpretations as defined in the Zoning Code.

Zoning Map: Map that depicts the division of the City into districts or "zones" in which different uses are allowed and different buildings and lot size restrictions apply.

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THE CITY OF SAN LEANDRO

2015

General Plan

PURPOSE AND SCOPE OF THE GENERAL PLAN

The General Plan is a state-mandated document guiding the future development of San Leandro. The Plan provides policies and actions to guide local land use, transportation, public service, open space, public safety, and community design decisions. State law requires the Plan to be periodically updated in response to changing issues and conditions. This document replaces the 1989 San Leandro General Plan and provides guidance for City growth through the year 2015.

The Plan is the product of an intensive three-year process that included input from hundreds of San Leandro residents. Most of its 426 policies were developed by a 59-member General Plan Advisory Committee (GPAC) appointed by the City Council. The GPAC included seven subcommittees, each meeting monthly for more than two years to tackle the issues at hand. GPAC input was complemented by broader public feedback through two mailback surveys, community workshops, and a General Plan Fair attended by almost 250 residents.

The color Land Use Map is just one component of the General Plan. The accompanying binder includes background information on San Leandro, a discussion of the challenges and opportunities facing the City today, and policy and action programs to inform future decisions. The Plan is organized into ten chapters. Chapters 1 and 2 include the Plan's introduction and a discussion of the City's role within the San Francisco Bay Area. Chapters 3 through 9 are the heart of the Plan. Each chapter focuses on a different topic area, including:

- Land Use (residential neighborhoods, business and industry)
- Transportation
- Open Space, Conservation, and Parks
- Environmental Hazards
- Historic Preservation and Community Design
- Community Services and Facilities
- Housing

Chapter 10 provides a strategy to implement the General Plan, including a summary of the major actions to be taken in the years following Plan adoption.

THE GENERAL PLAN VISION

At the outset of the Plan Update, the General Plan Advisory Committee developed the following Vision Statement for San Leandro. The Vision Statement guided the subsequent goals, policies, and action programs developed by the Committee. More than any other part of the General Plan, the Vision provides a snapshot of the things that matter most to San Leandro residents, and the City's aspirations and priorities for its future:

San Leandro enters the new millenium with a deep appreciation of its past, a clear understanding of its present, and this shared vision of its future. Through the Year 2015 and beyond, San Leandro will be:

- *A safe, attractive place to live, known throughout the Bay Area for its distinct neighborhoods, vibrant Downtown, central location and convenient access, excellent City services and schools, and superb recreational and shopping areas.*
- *An energetic City that provides a healthy setting for existing businesses while actively facilitating the establishment of new businesses, particularly those which reflect community aspirations.*
- *A City that values its heritage and preserves its historic buildings, creating the amenities of a big city without losing the sprit of a small town.*
- *A community renowned for its commitment to excellence in education and its partnerships between the City, business community, and school districts, and further known for its outstanding libraries, exceptional parks and first-class waterfront, and high-quality civic facilities.*

- *A place where people from all backgrounds and physical capabilities can live together in a healthy, family-oriented environment, and where persons of all faiths and cultures are welcomed.*
- *A City that balances the needs of neighborhoods and businesses, striving to protect and enhance the integrity of its neighborhoods while retaining the qualities which make it an attractive choice for business and industry.*
- *A City that is meeting the transportation challenges of the future, where people can travel safely and conveniently on foot or by car, bicycle, transit, or new transportation modes, where neighborhood streets are free of hazards and pedestrians are welcomed, and where business can easily and efficiently access the regional circulation system.*
- *A City that thoughtfully conserves its shoreline, creeks, hills, and wetlands, and continues to ensure that future development makes a positive contribution to the environment.*
- *A place which invites its residents to put down roots and stay awhile, where traditions old and new are celebrated through special events and festivals, where a sense of "community" is alive and everpresent—a place to call home.*

The City will achieve its vision through bold civic leadership and responsive, accountable government. It will promote communication, partnerships, public education, and access to information in all forms. It will keep pace with advances in technology and respond to the changing needs of its citizens and businesses. San Leandro will be a progressive City that will provide for the needs of, and capitalize upon the benefits of, an increasingly diverse population.

SMART GROWTH AND SAN LEANDRO

The General Plan applies principles of "smart growth" within San Leandro. The basic concept behind smart growth is to make more efficient use of land within existing urban areas before growing out onto the region's open spaces and agricultural lands. Although San Leandro appears to be fully developed at first glance, there are large areas where land is underutilized. The General Plan includes strategies to make more efficient use of these areas, strengthening the identity of the City as a whole and creating new places for San Leandrans to live, work, and shop.

Sausage and Suds
Music Festival

The Plan anticipates the addition of about 1,500 housing units and 9,000 jobs between 2000 and 2015. This growth will be accommodated within the existing City limits, thereby allowing the wetlands and hillsides that adjoin the City to be conserved. Housing growth will take place primarily around the BART stations and along the East 14th Street, Washington Avenue, and MacArthur Boulevard corridors. Employment growth will take place as older industrial sites are "recycled" with newer uses, particularly in West San Leandro and on the east side of I-880 south of Marina Boulevard. New jobs also will be created around the BART Station, in Downtown San Leandro, at Bayfair Mall, and along East 14th Street, as older commercial sites are similarly reused.

The table below indicates the land area in each of the categories shown on the Land Use Map.

Acreages in Each Land Use Type

Land Use Category	Acreage	Percent of Citywide Total
RESIDENTIAL	4,430	52.1
Garden Residential	156	1.8
Low Density Residential	3,269	38.5
Low-Medium Density Residential	199	2.3
Medium Density Residential	447	5.3
High Density Residential	359	4.2
COMMERCIAL/MIXED USE	907	10.7
Neighborhood Commercial	52	0.6
General Commercial	495	5.9
Office	78	0.9
Downtown Mixed Use	55	0.6
Corridor Mixed Use	227	2.7
INDUSTRIAL	1,800	21.1
Light Industrial	693	8.1
General Industrial	1,107	13.0
PUBLIC/OPEN SPACE	1,367	16.1
Public/Institutional	410	4.9
Parks and Recreation	301	3.5
Resource Conservation	656	7.7
TOTAL	8,504	100.0

MAJOR CONCEPTS

The major concepts presented in the General Plan are:

① **Reinforce and enhance San Leandro's residential neighborhoods.** The General Plan strengthens residential neighborhoods as the building blocks of community life in San Leandro. Policies and actions establish a stronger sense of neighborhood identity, conserve the City's housing stock, and improve neighborhood "centers" which may include schools, parks, and local shopping areas. The Plan strives to maintain high aesthetic standards within neighborhoods and to protect neighborhoods from negative external forces such as truck traffic and noise. It promotes compatible infill development within neighborhoods along with streetscape improvements that enhance overall neighborhood quality.

MARINA SQUARE
BATH & BODY WORKS

② **Balance the City's traditional economic base with "new economy" uses.** The General Plan blends San Leandro's traditional economic base, which includes many manufacturing, wholesale, and distribution enterprises, with businesses in the faster-growing sectors of the Bay Area economy. These "new economy" sectors include technology and e-commerce, telecommunication, bio-medical, and foreign trade, among others. The intent is not to displace or replace existing viable uses, but rather to diversify the City's economy by putting underutilized land and vacant buildings in these areas to more productive use. The Plan also includes policies and actions to establish San Leandro as a viable Class A office market, improve business amenities (such as hotels, restaurants, business services, and fiber optics infrastructure), upgrade transportation facilities, and support aesthetic improvements to the City's commercial and industrial districts.

③ **Capitalize on the San Leandro shoreline and Marina as community amenities.** The Plan recognizes the historic role the waterfront has played in San Leandro's development, and the important role it continues to play in shaping City life. San Leandro is one of the few cities in the Bay Area fortunate enough to have nearly its entire waterfront in recreation and open space uses. The Plan supports the Marina's continued role as a community showcase, with additional public improvements and a limited amount of hotel/commercial development on sites that have been designated for such uses since the Marina's initial development 40 years ago. It promotes recreational improvements to the Oyster Bay Regional Shoreline, and continued management of the Shoreline Marshlands as a unique natural area. The Plan balances ecological restoration goals with public access and recreation goals. It supports improvements to the shoreline trail system, as well as linkages between the shoreline trail and nearby neighborhoods.

④ **Revitalize the Downtown area.** The General Plan incorporates the key recommendations of the San Leandro Downtown Plan and Urban Design Guidelines. It encourages pedestrian-scale development that matches the traditional character and grain of the City's historic core. It establishes Downtown as the center of civic life, with new specialty shopping, restaurant, and entertainment opportunities. It supports restoration of the historic Downtown plaza and improved connectivity to BART. The Plan contains policies and actions that encourage the reuse of vacant buildings, support the continued role of the area east of Downtown as a local-serving office center, and promote compatible infill development on vacant sites in and around the Downtown area.

⑤ **Encourage mixed use development on transit-served sites.** The General Plan identifies several areas in the City as being appropriate for higher density mixed use development. These include the Downtown BART Station, East 14th Street, MacArthur Boulevard, the San Leandro Boulevard corridor, and Washington Avenue (north of San Leandro Boulevard). All of these areas are characterized by a large number of vacant lots, parking lots, and open storage areas within walking distance of major transit facilities or services. In the case of the Downtown BART station, the General Plan recommends a redesign of the station itself and a mix of office and high-density residential development on nearby sites. Along key corridor streets, the Plan recommends two to three-story infill projects on vacant sites. These projects could include traditional mixed use development (with ground floor retail uses and upper floor office or residential), as well as live-work, housing, community services, retail stores, offices, and other uses which are compatible with nearby neighborhoods and contribute to the character of the corridors.

⑥ **Provide a stronger sense of City identity.** The Plan seeks to preserve a sense of local character where it already exists, and enhance or create a stronger sense of character it where it is now lacking. The Plan weaves together disparate neighborhoods, overcoming barriers such as freeways and railroad tracks, and to create a more visually cohesive City. This theme is especially prevalent in areas where major changes are expected, but also occurs in policies for established neighborhoods, shopping centers, and business districts. The General Plan promotes gateway improvements, additional street tree and median planting, neighborhood entry markers, public art, and architectural qualities that simultaneously distinguish and unify the districts that make up the City.

⑦ **Provide more viable alternatives to auto travel.** While the General Plan recognizes that automobiles and trucks will continue to be the dominant modes of travel during the planning period, it places a greater emphasis on alternative modes. The Plan incorporates the City's recently completed Bikeway Plan, supports shuttle bus service between BART and employment areas, encourages pedestrian travel, and includes a variety of policies and actions to make transit use more feasible for San Leandro residents and workers. The Plan also promotes a land use pattern that supports transit and encourages higher densities in areas with transit infrastructure.

⑧ **Preserve and increase awareness of historic and cultural resources.** The General Plan protects the remaining historic resources in the City, particularly historic buildings in and around the Downtown area. The Plan also protects the character of neighborhoods comprised of older homes which are not individually historic, but which collectively present a character lacking in the newer, more suburban developments. Policies and actions direct the City to update its historic structure inventories and to define "historic" to include structures from the recent past which are representative of particular periods in the City's development. An important component of the Plan is to increase public education and awareness of the City's history and historic resources.

⑨ **Conserve and restore natural areas.** The Open Space, Parks, and Conservation Element of the Plan protects San Leandro Creek and the San Leandro Shoreline Marshlands as unique ecosystems. San Leandro Creek is one of the few creeks in the Central East Bay that remains in its natural banks along most of its length. Policies and actions incorporate the recommendations of a recent draft watershed management plan and identify new opportunities for public access. Similarly, the on-going restoration of the Shoreline Marshlands is one of the largest efforts of its kind in the East Bay, and is anticipated to continue into the future. The policies and actions addressing the marshlands ensure continued responsible management of this area.

⑩ **Improve community services to keep pace with growth and address unmet needs.** The Plan particularly emphasizes the need for additional park and recreation facilities to bring the City closer to its adopted level of service standards. It also emphasizes the need for coordination with the San Leandro and San Lorenzo Unified School Districts, both to improve the accessibility of school facilities for recreational uses and to expand educational facilities. Several new community facilities are identified, including a youth center, a senior center, and an emergency operations center.

MAJOR ACTIONS

The General Plan identifies over 300 actions to implement local policies. Actions include zoning text and map changes, new City ordinances, specific capital improvements, business development programs, and several follow-up studies. The Plan's actions also identify budgeting priorities, new City programs, public education initiatives, and interagency coordination measures. Expansion of the City's emergency preparedness program and historic preservation program are specifically recommended.

CARNICERIA

Major capital improvements identified by the Plan include roadway extensions, infrastructure projects, streetscape and landscaping improvements, park and recreation improvements, and new public facilities. Transportation projects include the widening of Marina Boulevard (east of Teagarden), the southward extension of Westgate Parkway, a redesign of San Leandro Boulevard (Davis to Williams), signal timing adjustments or turning lane additions at about a dozen intersections, and additional bicycle lanes and pedestrian safety improvements. Streetscape improvements include tree planting, utility undergrounding, and gateway features, particularly along major thoroughfares such as East 14th Street and Washington Avenue. Park and recreation projects include the rehabilitation of existing parks and recreational facilities (including athletic fields and swimming pools), development of a sports complex, and completion of a creekside educational center. Public facility improvements include a senior center, a youth center, branch library modernization, and a new emergency operations facility.

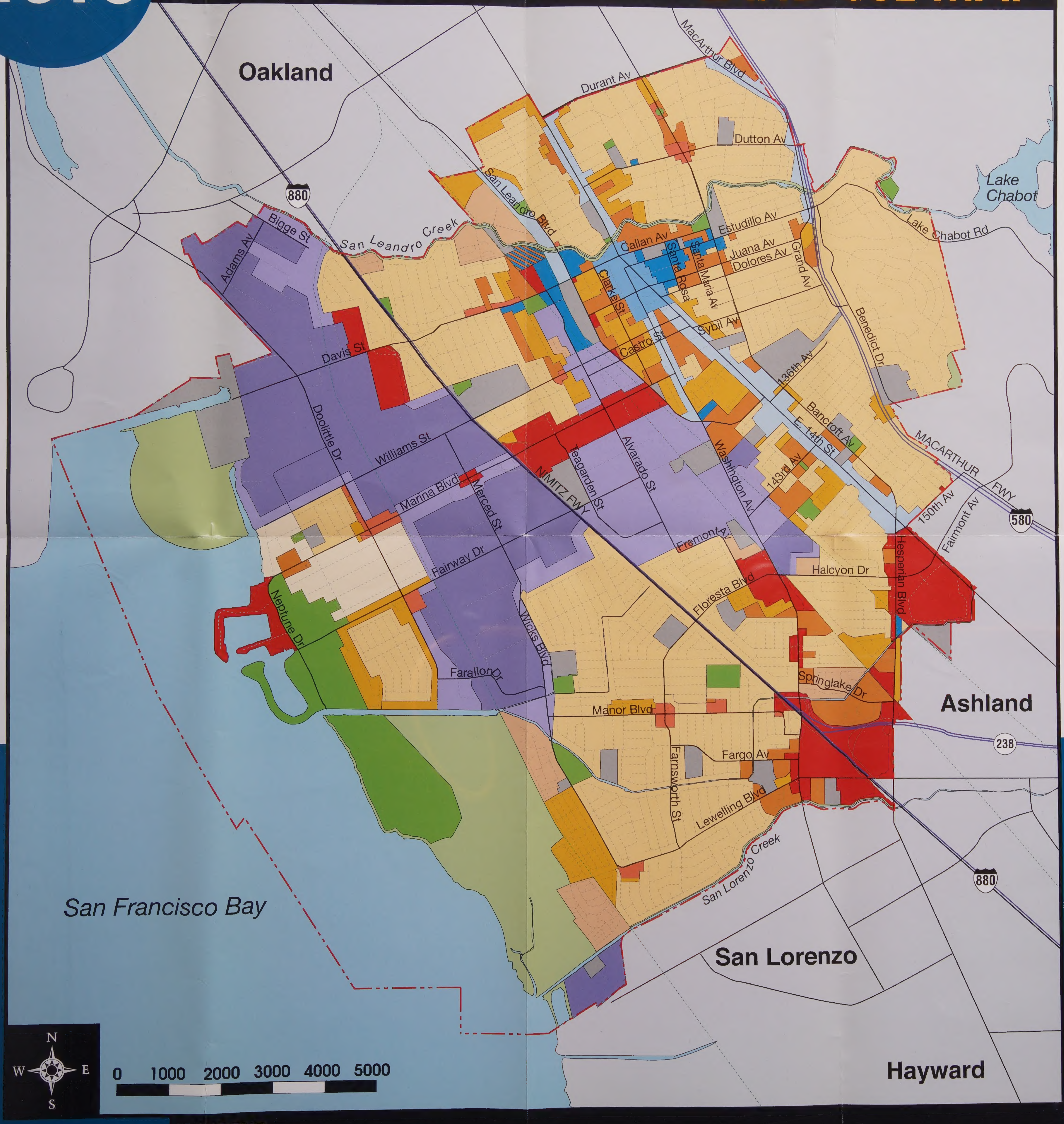
FOR MORE INFORMATION

For more information on the General Plan, please contact the San Leandro Community Development Department at **510.577.3371** or visit the City's website at **www.ci.san-leandro.ca.us**.

THE CITY OF SAN LEANDRO

2015 General Plan

LAND USE MAP


Oakland
880
Bigge St
Adams Av
San Leandro Creek
San Leandro Blvd
Durant Av
MacArthur Blvd
Dutton Av
Lake Chabot
Lake Chabot Rd
Estudillo Av
Callan Av
Santa Rosa
Santa Maria Av
Juana Av
Dolores Av
Grand Av
Clarke St
Castro St
Sybil Av
Benedict Dr
Davis St
136th Av
Bancroft Av
E. 14th St
MACARTHUR FWY
580
Doolittle Dr
Williams St
Teagarden St
Alvarado St
Washington Av
143rd Av
150th Av
Fairmont Av
NIMITZ FWY
Marina Blvd
Merced St
Fairway Dr
Fremont Av
Halcyon Dr
Hesperian Blvd
Floresta Blvd
Neptune Dr
Wicks Blvd
Farallon Dr
Springlake Dr
Ashland
Manor Blvd
238
Fargo Av
Farnsworth St
Lewelling Blvd
San Lorenzo Creek
880
San Francisco Bay
San Lorenzo
Hayward
N
W
E
S
0
1000
2000
3000
4000
5000

LEGEND

Residential Categories

- ■ Garden Density
- ■ Low Density
- ■ Low-Medium Density
- ■ Medium Density
- ■ High Density

Sites noted with two colored diagonal stripes may be developed with either use, subject to conditions specified in the General Plan.

Industrial Categories

- ■ Light Industrial
- ■ General Industrial

Public/Open Space Categories

- ■ Public/Institutional
- ■ Parks and Recreation
- ■ Resource Conservation

Commercial Categories

- ■ Neighborhood Commercial
- ■ General Commercial
- ■ Office
- ■ Downtown Mixed Use
- ■ Corridor Mixed Use

San Leandro General Plan Update, 2002

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